

N. SIGNORELLI.
RAIL JOINT.
APPLICATION FILED JULY 29, 1911.

1,009,590.

Patented Nov. 21, 1911

Fig. 1.

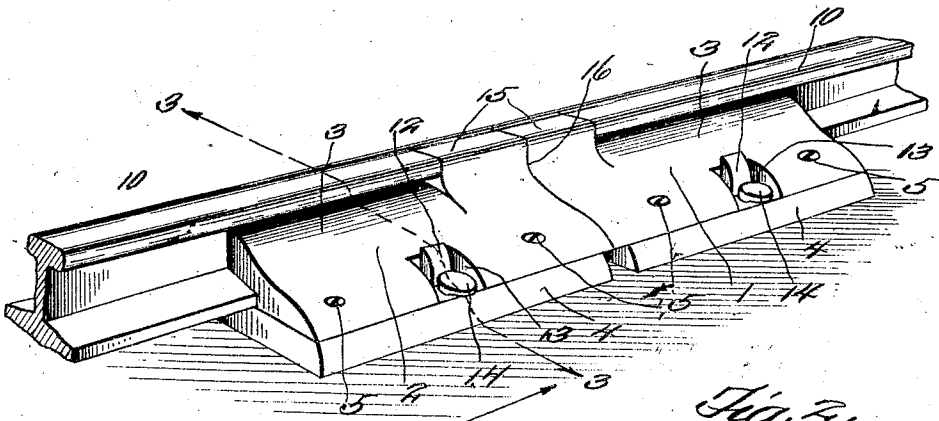


Fig. 2.

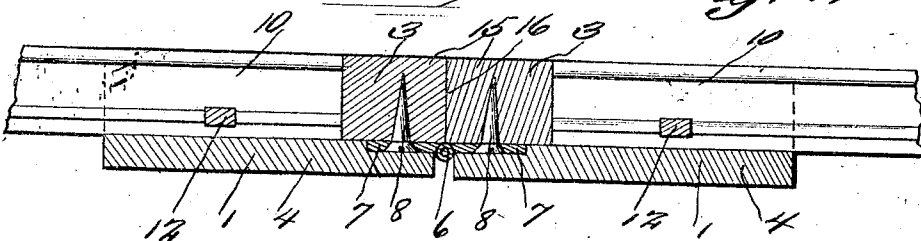


Fig. 3.

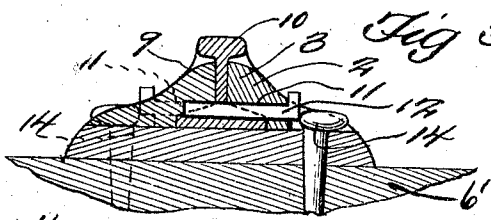
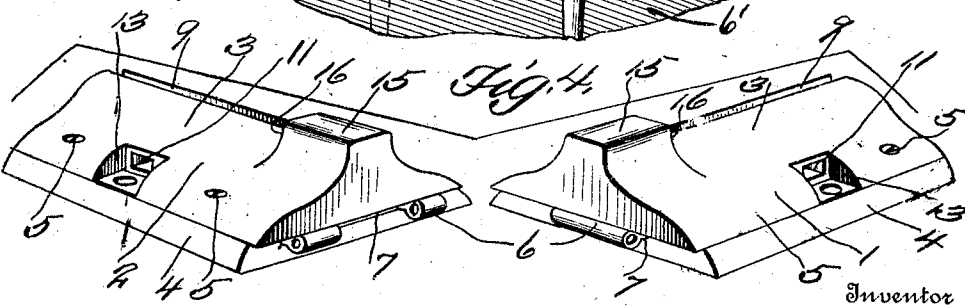


Fig. 4.



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Witnesses

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RAIL-JOINT.

1,009,590.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, NICK Signorelli, a citizen of the United States, residing at Amelia, in the parish of St. Mary and State of Louisiana, have invented a new and useful Rail-Joint; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to a new and useful rail joint.

The invention in its broadest scope aims as its primary object to provide means for hingedly connecting two rails for securely holding the rails properly in registration, especially when the rails are laid over raised portions or gulleys of the road bed. It has been discovered that the meeting ends of rails become loose, by constant use, and as the wheels of a car pass over the rails, one end and then the other of the meeting ends of the rails is depressed. Furthermore, it has been observed that the meeting ends get out of registration, that is, laterally, therefore, by the provision of this invention the meeting ends of the rails are held constantly in alinement.

A further feature of the invention is the production of two members hingedly connected and having longitudinal grooves conforming to the shape of the rails, for the purpose of receiving the rails, there being keys extending transversely of the members for holding the rails in the groove.

A further feature of the invention is the provision of raised portions at the meeting ends of the members, which perform double functions, one of which is to bridge the gap between the adjacent ends of the rails, while the other is the fact that the raised portions serve as abutments for the ends of the rails.

The drawings disclose only one form of the invention, but in practical fields this form may require certain alterations, to which the patentee is entitled, provided the alterations are comprehended within the scope of what is claimed.

The invention comprises further features and combination of parts as hereinafter set forth, shown in the drawing and claimed.

In the drawings:—Figure 1 is a view in perspective of a rail joint constructed in accordance with the invention. Fig. 2 is a longitudinal sectional view of Fig. 1, showing the adjoining rails in elevation. Fig. 3

is a transverse sectional view on line 3—3 of Fig. 1. Fig. 4 is a view in perspective, showing the two hingedly connected members separated.

Referring more especially to the drawings 1 and 2 designate two members. These members consist of the upper and lower parts 3 and 4, which are connected together by screws, nails or any other suitable means 5. The members are pivotally connected by the hinge 6, the leaves 7 of which are secured by screws or the like 8 to the upper parts 3 and between the upper and lower parts 3 and 4, as shown in the drawings.

The upper parts 3 are provided with grooves 9 extending longitudinally thereof. These grooves 9, in cross section, conform to the contour of the rails 10, which are received in the grooves 9. The upper parts 3 of the members are provided with transversely extending openings 11, which receive the keys 12. These keys 12 penetrate the webs of the rails, in order to prevent longitudinal displacement of the rails with regard to the members. The openings 11 adjoin the recesses 13, which receive the heads of the spikes 14, which penetrate the lower parts 4 for holding the members to the tie 6 only shown in Fig. 3. The spikes 14 after having been driven home serve as means for holding the keys 12 in position. The adjacent ends of the upper parts 3, approximately on their upper faces, are provided with raised portions 15, which bridge the gap between the rails 10, and are flushed with the upper faces of the tread of the rails. These raised portions 15 also serve as abutments 16 for the ends of the rails.

In joining two rails, the same are inserted in the grooves 9 of the hingedly connected members, after which the keys 12 are passed transversely of the members and the rails, so that the rails are secured in position. Subsequently the members are arranged on the tie, and the spikes are driven through the lower parts 4 of the members and into the tie, the heads of the spikes serving to hold the keys in place.

From the foregoing it will be noted that there has been devised a novel construction for hingedly joining two rails, and one which has been found to be efficient, durable and practical in use.

The invention having been set forth, what is claimed as new and useful is:

1. In combination, a pair of adjoining

rails, a pair of holding members having longitudinal grooves terminating in raised portions to receive the adjoining rails, the raised portions serving to bridge the gap between the rails and as abutments for the rails, and means for hingedly connecting the holding members.

2. In combination, a pair of adjoining rails, a pair of holding members having longitudinal grooves terminating in raised portions to receive the adjoining rails, the raised portions serving to bridge the gap between the rails and as abutments for the rails, and means for hingedly connecting the holding members, and keys extending substantially transversely of the members and rails for holding the rails in place.

3. In combination, a pair of adjoining rails, a pair of holding members having longitudinal grooves terminating in raised portions to receive the adjoining rails, the raised portions serving to bridge the gap between the rails and as abutments for the rails, and means for hingedly connecting the holding members, and keys extending substantially transversely of the members and rails for holding the rails in place.

tions to receive the adjoining rails, the raised portions serving to bridge the gap between the rails and as abutments for the rails, and means for hingedly connecting the holding members, and keys extending substantially transversely of the members and rails for holding the rails in place, the members having recesses adjoining the keys, and spikes penetrating the members for holding the members to a tie, with the heads of the spikes arranged in the recesses and serving to hold the keys in place.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

NICK SIGNORELLI.

Witnesses:

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VALAGERO QUARTARORO.