

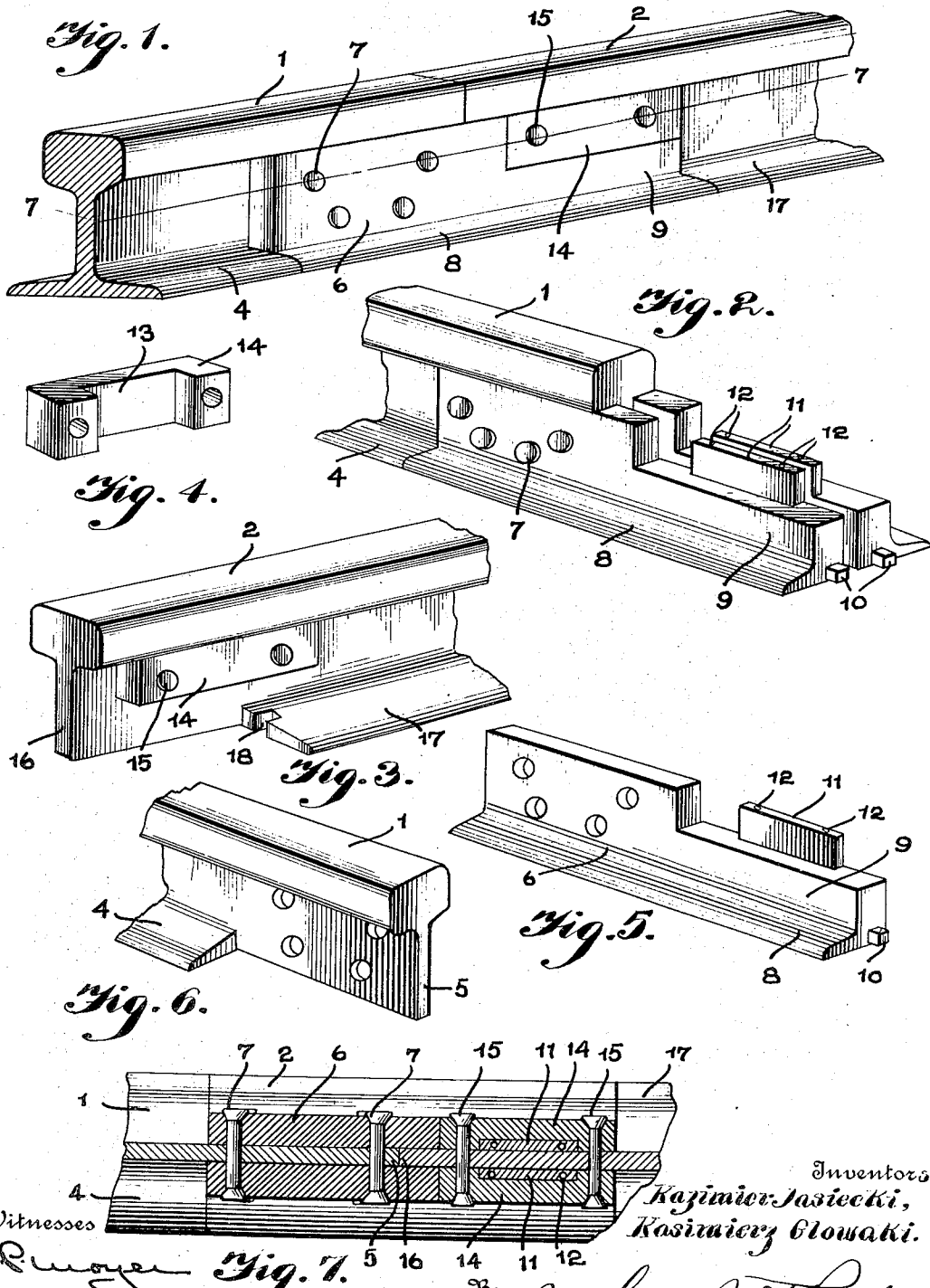
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RAIL JOINT,

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1,053,290.

Patented Feb. 18, 1913.



Witnesses
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Fig. 7.

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UNITED STATES PATENT OFFICE.

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RAIL-JOINT.

1,053,290.

Specification of Letters Patent.

Patented Feb. 18, 1913.

Application filed July 12, 1912. Serial No. 708,971.

To all whom it may concern:

Be it known that we, KAZIMIER JASIECKI and KASIMIERZ GLOWACKI, citizen of the United States and subject of the Czar of Russia, respectively, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification.

Our invention relates to improvements in rail joints, the object of the invention being to provide a rail joint in which the meeting ends of rails are securely locked against possibility of longitudinal or lateral movement, and in which ordinary rolled rails are employed having bars which are secured thereto and constructed to interlock.

A further object is to provide an improved joint of this character in which fish plates are dispensed with and in which the rails may be quickly coupled and securely held together.

With these and other objects in view, the invention consists in certain novel features of construction and combinations and arrangements of parts, as will be more fully hereinafter described and pointed out in the claims.

In the accompanying drawings: Figure 1 is a perspective view of our improved rail joint. Figs. 2, and 3, are perspective views of the ends of rails with our improvements thereon. Fig. 4 is a perspective view of one of the bars 14. Fig. 5 is a perspective view of one of the bars 6. Fig. 6 is a perspective view of the end of rail 1, and Fig. 7 is a view in section on the line 7-7 of Fig. 1.

1 and 2 represent the meeting rails which are of the ordinary standard rolled type. Rail 1 as shown in Figs. 2 and 3, has its base flanges 4 cut away at both sides of its central web 5 and against this central web 5 at opposite sides thereof, bars 6 are secured by rivets 7. These bars 6 snugly fit under the head of the rail, and are provided with flanges 8 which aline with the base flanges 4 constituting continuations of said base flanges. The bars 6 project beyond the end of rail 1. They are spaced apart and positioned parallel to each other, and the portions of said bars which extend beyond the end of rail 1 are of less height or depth than the portion of said bars which are se-

cured to the web, and these outwardly extending portions of the bars we shall term "extensions 9" for purposes of clearness in description. The extensions 9 at their free ends are provided with angular lugs 10, and on their upper faces, blocks 11 are secured. These blocks 11 may be secured in various ways. We have illustrated pins or rivets 12 for the purpose which extend through the blocks and the extensions. These blocks 11 are located at the inner faces of the extensions, and they are adapted to enter recesses 13 which are formed in bars 14 secured by rivets 15 to the web 16 of rail 2. This rail 2 has its base flanges 17 cut away from its end a distance which is approximately the same as the length of bars 13, so that this web portion 16 may be positioned between the extensions 9 and permit the blocks 11 to enter the recesses 13 in bars 14. The base flanges 17 of rail 2 at their end have recesses 18 therein to receive the angular lugs 10 on extensions 9. The rails 1 and 2 are formed in the ordinary way by rolling, and then their base flanges are cut away as illustrated in Figs. 4 and 6. The bars 6 with their blocks 11 secured thereto are secured by the rivets 7 to rails 1, and the bars 14 are secured to the rail 2. In assembling the joint, it is necessary to elevate rail 2 so that its recessed bars 14 may be positioned above the blocks 11. The downward movement of rail 2 will position the blocks 11 in the recesses 13, and will position the lugs 10 in recesses 18. When the several base flanges are secured to the ties by the ordinary spikes, the joined rails will be effectively held and prevented from any possibility of independent movement.

Various slight changes might be made in the general form and arrangement of parts described without departing from our invention, and hence we do not limit ourselves to the precise details set forth, but consider ourselves at liberty to make such changes and alterations as fairly fall within the spirit and scope of the appended claims.

Having thus described our invention, what we claim as new and desire to secure by Letters Patent is:

1. In combination with two railroad rails having their base flanges cut away adjacent their ends, bars secured to the web of one rail and having extensions thereon project-

ing beyond the end of the rail, said bars having base flanges alining with the base flanges of the rail, and bars secured to the web of the other rail and constructed to interlock with said first-mentioned bars, substantially as described.

2. In combination with two railroad rails having their base flanges cut away adjacent their ends, bars secured to the web of one rail and having extensions thereon projecting beyond the end of the rail, said bars having base flanges alining with the base flanges of the rail, blocks secured on the upper faces of the extensions at their inner edges, and bars secured to the web of the other rail and having recesses therein to receive said blocks, substantially as described.

3. In combination with two railroad rails having their base flanges cut away adjacent their ends, bars secured to the web of one rail and having extensions thereon projecting beyond the end of the rail, said bars having base flanges alining with the base flanges of the rail, bars secured to the web of the other rail and constructed to interlock

with said first-mentioned bars, lugs on the ends of said extensions, and the base flanges in the last-mentioned rail having recesses to receive said lugs, substantially as described.

4. In combination with two railroad rails having their base flanges cut away adjacent their ends, bars secured to the web of one rail and having extensions thereon projecting beyond the end of the rail, said bars having base flanges alining with the base flanges of the rail, blocks secured on the upper faces of the extensions at their inner edges, bars secured to the webs of the other rail and having recesses therein to receive said blocks, lugs on the ends of said extensions, and the base flanges on the last-mentioned rail having recesses to receive said lugs, substantially as described.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

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Witnesses:

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