T. L. HUMBLE.

RAIL JOINT.

APPLICATION FILED MAY 22, 1909.

953,786. Patented Apr. 5, 1910.

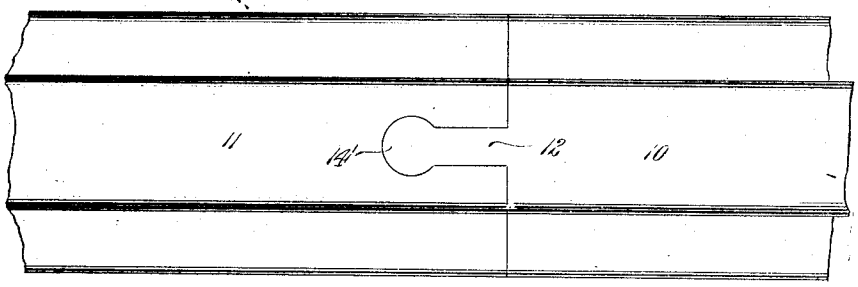

Fig. 1

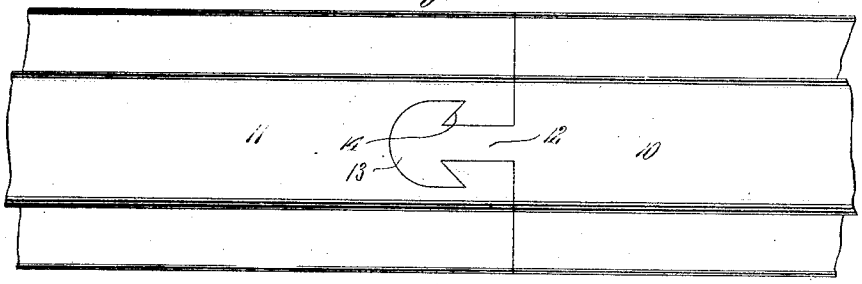

Fig. 2.

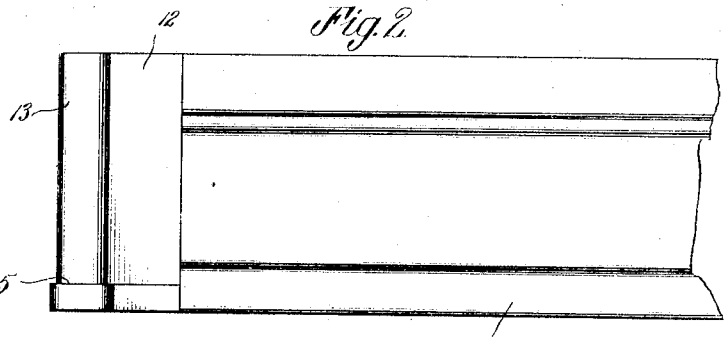

Fig. 3.

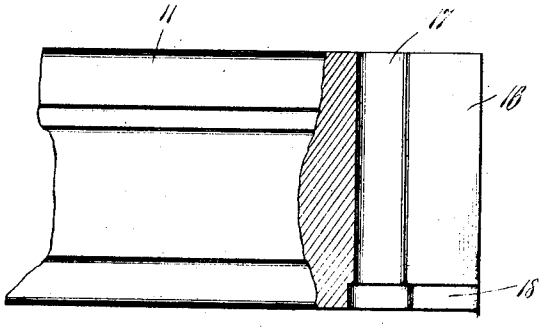

Fig. 4.

Witnesses
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UNITED STATES PATENT OFFICE.

TERRY L. HUMBLE, OF TOMPKINSVILLE, KENTUCKY, ASSIGNOR OF ONE-HALF TO JOHN M. GRINESTAFF, OF TOMPKINSVILLE, KENTUCKY.

RAIL-JOINT.

933,786. Specification of Letters Patent. Patented Apr. 5, 1910.

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To all whom it may concern:

Be it known that I, TERRY L. HUMBLE, a citizen of the United States, residing at Tompkinsville, in the county of Monroe, State of Kentucky, have invented certain new and useful Improvements in Rail-Joints; 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 rail joint and has special reference to a rail joint of the interlocking type.

One object of the invention is to provide a rail joint of this character having an improved form of tongue and groove connection whereby tension on the joint will tend to draw the sides of the groove together.

Another object of the invention is to provide a rail joint of this character with a tongue and groove connection provided with a stop flange so arranged that the rail head will form a continuous surface without the necessity of bolting the parts together.

With the above and other objects in view, the invention consists in general of a rail having a tongue extending therefrom, said tongue being of improved form; in combination with a second rail having a recess in the end adapted to closely engage and fit said tongue.

The invention further consists in certain novel details of construction and combination of parts, hereinafter fully described, illustrated in the accompanying drawings, and specifically set forth in the claims.

In the accompanying drawings, like characters of reference indicate like parts in the several views, and Figure 1 is a top plan view of one form of the rail joint. Fig. 2 is a plan view of a modified form. Fig. 3 is a side elevation of the tongue of the joint shown in Fig. 1. Fig. 4 is a partial median section of the end of the mating rail shown in Fig. 1.

The numeral 10 indicates one of the rails and the numeral 11 the mating rail therefor. Upon the end of the rail 10 is formed a tongue 12 which extends vertically of the rail and which is provided with an enlarged end 13. In the preferred form as illustrated in Fig. 2 this enlarged end has undercut shoulder portions 14. In the form shown in Fig. 1 the enlarged end is simply in the form of a bulb 14'. In both of these forms the bottom of the tongue and bulb are surrounded by an outwardly extending flange 15.

The mating rail is provided at the end with a vertically extending recess 16, having an enlarged inner portion 17, to fit the enlarged end of the tongue and the base of this recess is peripherally rabbeted as at 18, to fit the flange on said tongue.

In assembling the device it is merely necessary to drop the recessed end of the rail 11 over the tongue on the rail 12, when the stop shoulder formed on the bottom of the tongue causes the parts to so position themselves that the rail head forms a substantially unbroken surface.

It is furthermore to be observed that in the preferred forms of this device the undercut shoulders of the tongue end cause the sides of the slot or recess in the mating rail to draw together and tensional stress is placed upon the two rails so that they tend to separate longitudinally.

There has thus been provided a simple and efficient device of the kind described and for the purpose specified.

It is obvious that minor changes may be made in the form and proportions of this invention without departing from the material principles thereof. It is not therefore desired to confine the invention to the exact form herein shown and described but it is wished to include all such as come within the scope of the appended claims.

Having thus described the invention, what is claimed as new, is:—

1. In a rail joint, a rail having a vertically arranged tongue projecting from the end thereof, an enlarged end formed on said tongue, and a stop flange extending laterally entirely around said tongue at the bottom thereof; in combination with a second rail having an end recessed to closely engage the tongue, the tongue end and the flange.

2. In a rail joint, a rail having a vertically arranged tongue projecting from the end thereof, an enlarged end formed on said tongue, said enlarged end being provided with undercut shoulders, and a stop flange extending laterally entirely around the bottom of said tongue and tongue end; in combination with a second rail having an end recessed to closely engage the tongue, the tongue end and the flange.

In testimony whereof, I affix my signature, in presence of two witnesses.

TERRY L. HUMBLE.

Witnesses:

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