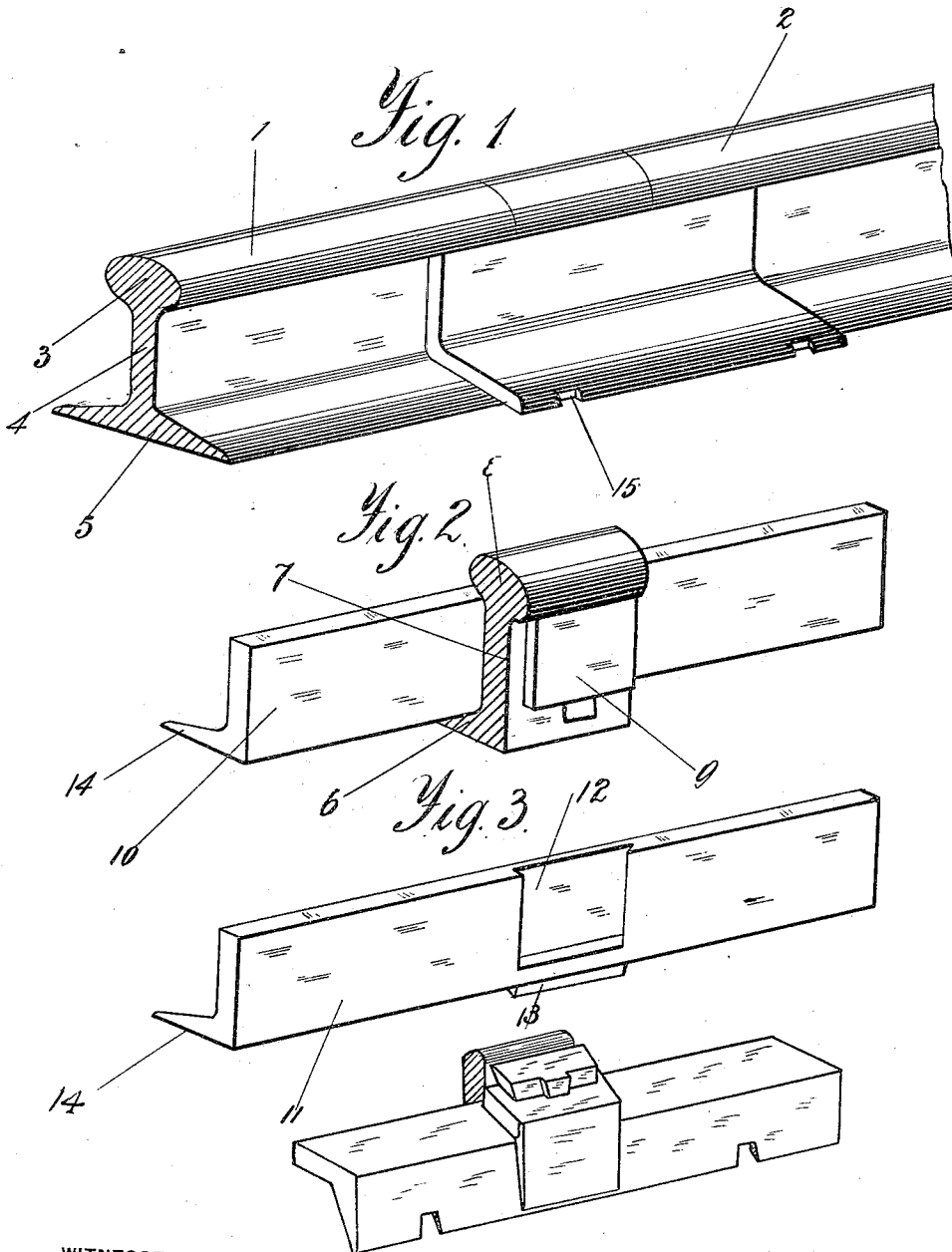


T. GRGURICH.
RAIL JOINT.
APPLICATION FILED JULY 29, 1914.

1,125,841.

Patented Jan. 19, 1915.



WITNESSES

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RAIL-JOINT.

1,125,841.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, THOMAS GRGURICH, a citizen of the United States of America, residing at Pittsburgh, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to rail joints and has for its object to provide a device of such class, in a manner as hereinafter set forth, maintaining the opposing ends of a pair of track rails from vertical movement with respect to each other and to further provide a smooth joint between the opposing ends of the track rails, at the same time allowing for the necessary contraction and expansion of the track rails, due to climatic influences.

Further objects of the invention are to provide a rail joint which is simple in its construction and arrangement, strong, durable, efficient and convenient in its use, readily set up and comparatively inexpensive to manufacture.

With the foregoing and other objects in view the invention consists of a novel construction, combination and arrangement of parts as hereinafter more specifically described and illustrated in the accompanying drawings, but it is to be understood that changes, variations and modifications can be resorted to which come within the scope of the claims hereunto appended.

In the drawings wherein like reference characters denote corresponding parts throughout the several views:—Figure 1 is a perspective view, broken away, illustrating a rail joint in accordance with this invention, Fig. 2, is a perspective view of one of the fish plates forming an element of a joint. Fig. 3 is a perspective view of the other fish plate, forming an element of a joint.

Referring to the drawing in detail 1 and 2 denote a pair of track rails and each includes a head 3, a web 4 and a base 5. The track rails 1 and 2 are adapted to be arranged in longitudinal alinement and secured to the sides of the track and further spaced from each other.

Interposed between the spaced ends of the track rails 1 and 2, is a filler member which consists of a base 6, web 7, and head 8. The web 7 conforms in contour to the web 4 and the head 8 is of the same contour as the head

3 and the top of the head 8 is flush with the top of the heads 3 whereby the said top of the head 8, which constitutes a tread, will be in alinement with the tops of the heads 3 which also constitute treads. The base 6 of the filler member is arranged at right angle with respect to the web 7 and extends laterally only in one direction. The member 8 is adapted to be mounted upon a tie between the spaced ends of the track rails 1 and 2 and the base 6 is flush with one side of the bases 5. The inner side of the web 7 has formed integral therewith a dove-tail tongue 9 which at its top merges into the head 8, but terminates above the base 6. The tongue 9 is of less width than the width of the web 7.

Formed integral with the outer face of the web 7, with the lower face of one side of the head 8 and the upper face of the base 6, is an angularly shaped fish plate 10. The filler member is disposed centrally with respect to said fish plate 10.

The reference character 11 denotes an angularly-shaped fish plate, which has its inner face, centrally thereof, formed with a dove-tail pocket 12, for the reception of the tongue 9, whereby the fish plates 10, 11 will be coupled together. The pocket 12 terminates at a point above the bottom of the fish plate 11.

Formed integral with the outer face of the fish plate 11, centrally thereof, is a base plate 13, which when the fish plate 11 is mounted in position, is seated upon that tie upon which is mounted the base 6.

The base flanges 14 of both of the fish plates, when the said fish plates are mounted in position, are seated upon the bases 5 of the track rails, and project laterally from said bases 5, both sides thereof, and the said base flanges 14 are provided with notches 15, for the passage of spikes to fixedly secure said fish plates from vertical movement.

When the fish plates 10, 11 are coupled together, the inner face of the plate 11, abuts against the inner face of the web 7.

What I claim is:—

1. A rail joint comprising a filler member adapted to be positioned between the ends of a pair of track rails and including a web, head and base, an angularly shaped fish plate formed integral with the outer side of said filler member, a dove-tailed tongue formed integral with the inner side of said filler member, an angularly shaped fish

plate having its inner face provided with a dove-tailed pocket for the reception of said tongue, and said fish plates when coupled together overlapping and projecting beyond the base flanges of the track rails.

2. A rail joint comprising a filler member adapted to be positioned between the ends of a pair of track rails and including a web, head and base, an angularly shaped fish plate formed integral with the outer side of said filler member, a dove-tailed tongue formed integral with the inner side of said filler member, an angularly shaped fish plate having its inner face provided with a dove-tailed pocket for the reception of said tongue, and said fish plates when coupled together overlapping and projecting beyond the base flanges of the track rails, that fish plate having a pocket, provided centrally of its lower face with a base plate associated with the base of said filler member.

3. A rail joint comprising a filler member adapted to be positioned between the

ends of a pair of track rails and including a web, head and base, an angularly shaped fish plate formed integral with the outer side of said filler member, a dove-tailed tongue formed integral with the inner side of said filler member, an angularly shaped fish plate having its inner face provided with a dove-tailed pocket for the reception of said tongue, and said fish plates when coupled together overlapping and projecting beyond the base flanges of the track rails, that fish plate having a pocket, provided centrally of its lower face with a base plate associated with a base of said filler member, and each of said fish plates being arranged for the passage of spikes to secure the fish plates from vertical movement.

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

THOMAS GRGURICH.

Witnesses:

MAX H. SROLOVITZ,
MARIE H. ZLIERA.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."