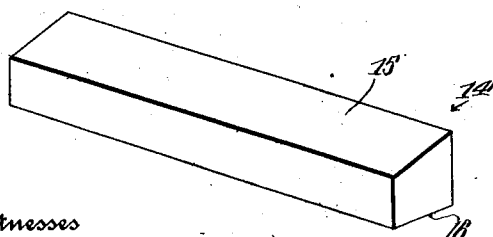
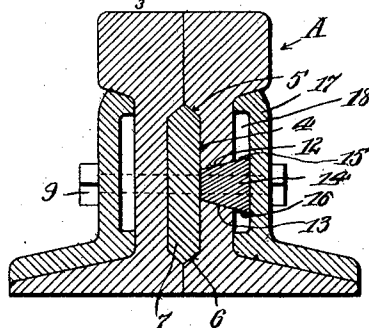
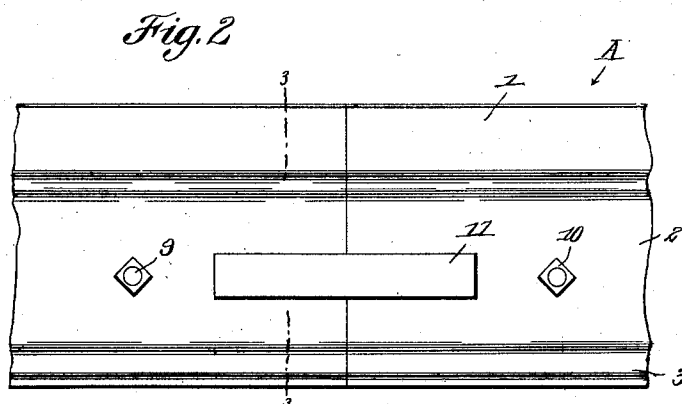
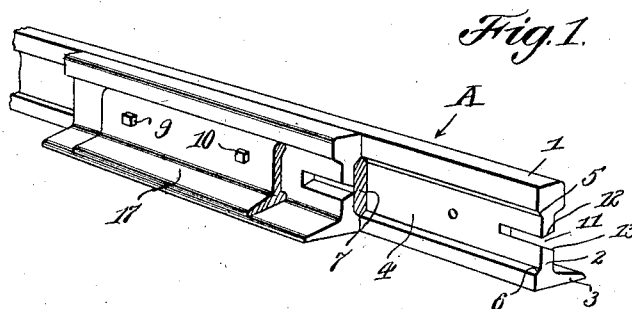


J. W. SCOTT.
RAIL JOINT.
APPLICATION FILED APR. 8, 1911.

1,003,376.

Patented Sept. 12, 1911.



Witnesses

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JAMES W. SCOTT, OF BRAZIL, INDIANA.

RAIL-JOINT.

1,003,376.

Specification of Letters Patent.

Patented Sept. 12, 1911.

Application filed April 8, 1911. Serial No. 619,762.

To all whom it may concern:

Be it known that I, JAMES W. SCOTT, a citizen of the United States, residing at Brazil, in the county of Clay and State of Indiana, have invented new and useful Improvements in Rail-Joints, of which the following is a specification.

This invention relates to improvements in rail joints, and is primarily directed to that class of rails constructed in sections, each of which comprises the half of the head, web and base flange of a rail, the sections being connected together through the medium of the usual fish plates and having their central portions reinforced by filling blocks, and the primary object of the invention is to provide the meeting ends of the rail sections with wedge-shaped keys whereby the lateral movement of the said sections is entirely and effectively prevented.

With the above, and other objects in view, which will appear as the description progresses, the invention resides in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a perspective view of a rail constructed in accordance with the present invention. Fig. 2 is a side elevation of the meeting ends of the rails, the fish plates being removed. Fig. 3 is a transverse sectional view upon the line 3—3 of Fig. 2. Fig. 4 is a detail perspective view of the key.

In the accompanying drawings the letter A designates a rail. This rail is of that class known as sectional or compound rails and comprises co-acting members each comprising one-half of an ordinary rail and constituting the head member 1, web 2 and base flange 3. The base flange, of course, extends beyond only one side of the web and the inner face of the said web is provided with a longitudinally extending groove 4, the same having both its upper and its lower walls beveled or inclined in opposite directions as designated by the numerals 5 and 6. When the rail sections are assembled the longitudinally extending channels formed by the grooves 4 are adapted to receive a filling block 7. This filling block has both its upper and its lower edges of a substantially U-shaped formation in cross section so as to be snugly

received within the channels and to engage the beveled upper and lower walls thereof. The filling block 7 is provided with a plurality of openings, as are the webs of the rail sections. These openings are adapted to aline and are also adapted to receive suitable securing elements, such as bolts and nuts, 9 and 10 respectively, whereby the rails may be connected.

The meeting ends of the rails A each have their web portions provided with a longitudinally extending slot 11. The upper and lower walls formed by said slots 11 are beveled or inclined from the outer face of the webs toward the inner faces thereof, as designated by the numerals 12 and 13, and the said slot is adapted for the reception of a key member 14. This key member 14 has two of its opposite faces beveled as at 15 and 16. The keys 14 are of a greater thickness than the web portions of the rails, and the portions of the said keys projecting beyond the outer faces of the webs are adapted to be contacted by flanged fish plates 17. These fish plates have their inner faces channeled as at 18, and the said plates are provided with openings arranged adjacent the opposite ends of the keys which are adapted to register with the openings in the webs of the rail sections, the filler block and the openings upon the opposite fish plates, these openings being adapted to receive the bolts 10 and nuts 9, as heretofore set forth, and whereby the keys are tightly wedged within their openings and against the filler block. The slots, as well as the keys therefor, are employed at the meeting ends of the sections comprising the compound rail.

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

The combination with a compound rail comprising sections each formed of one half of an ordinary rail, the inner faces of the webs of the rail sections being each provided with a longitudinally extending groove forming a channel, the upper and lower walls provided by the said channel being substantially V-shaped when the rail sections are brought together, of a filling block having both its upper and lower edges substantially V-shaped in cross section and adapted to fill the channel, the rail sections having their webs adjacent their meeting ends formed with longitudinally

extending registering slots, the upper and lower walls of each of the said slots being inclined, key members having oppositely arranged inclined faces engaged within the slots, the said key members being of a greater thickness than the thickness of the webs of the rail sections, flanged fish plates for the opposite sides of the rail, and securing elements adapted to pass through the

fish plates, and the webs of the rail adjacent the opposite ends of the keys. 10

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

JAMES W. SCOTT.

Witnesses:

EDWARD L. FUGATE,
CLIFFORD HADLEY.

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