

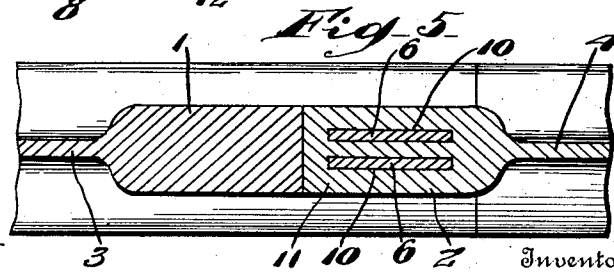
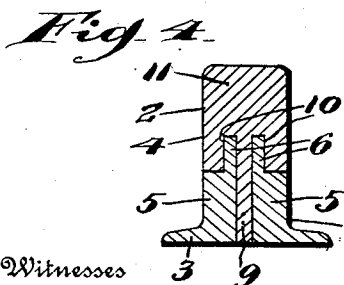
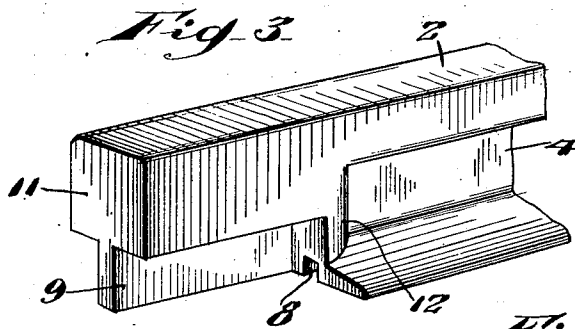
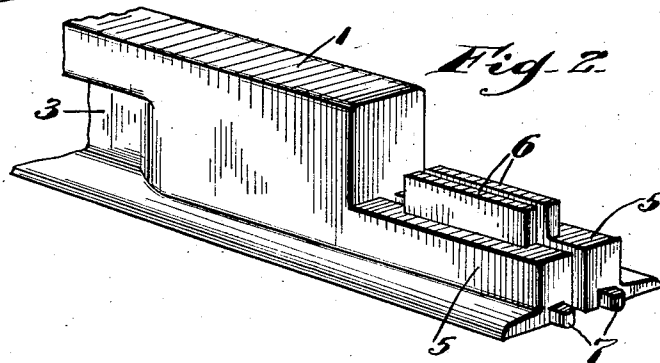
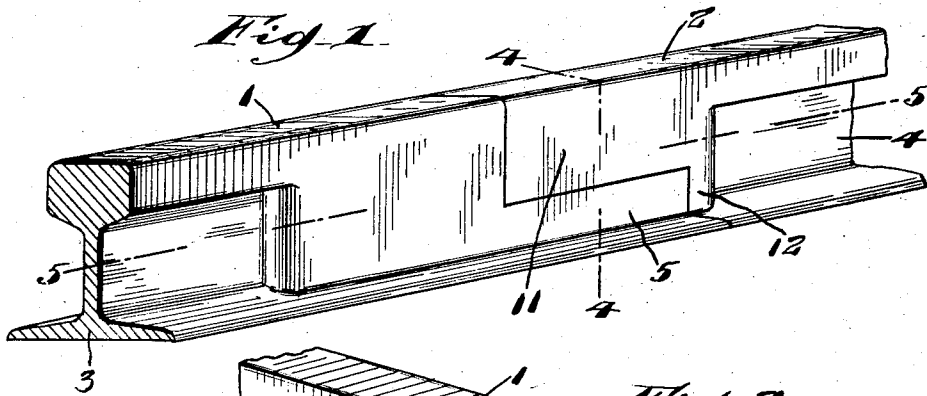
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RAIL JOINT.

APPLICATION FILED FEB. 10, 1912.

1,024,856.

Patented Apr. 30, 1912.



Witnesses

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UNITED STATES PATENT OFFICE.

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RAIL-JOINT.

1,024,856.

Specification of Letters Patent.

Patented Apr. 30, 1912.

Application filed February 10, 1912. Serial No. 676,734.

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 which will dispense with the necessity for fish plates, bolts and nuts, and which will securely lock the rails together at their ends, preventing any possibility of independent movement.

A further object is to provide a rail joint in which one member is moved vertically with relation to the other to effectually lock the two rails together, and permit their separation when desired, but when together securely holds the rails against independent longitudinal or lateral movement.

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 illustrating our improved rail joint. Fig. 2, is a perspective view of the member 1 of said joint. Fig. 3, is a perspective view of the member 2 of said joint. Fig. 4, is a view in section on the line 4—4 of Fig. 1, and Fig. 5, is a view in section on the line 5—5 of Fig. 1.

1, and 2, represent the two members of the rail joint, and form integral parts of rails 3 and 4, said rails being of the ordinary standard rail shape but at the point of juncture are enlarged transversely and constructed to interlock as will now be explained. Member 1 is enlarged transversely, so that it is of approximately the same thickness as the head of the rail from its upper edge to the base flange, and at its end is made with parallel integral bars 5, which latter have upwardly projecting rectangular tongues 6 on their upper faces at their inner edges of a length appreciably less than the length of the bars. It is to be understood that the bars 5 are also integral with the base flanges of the rail, and these base flanges are alike throughout both rails, and both rails to

receive the ordinary spikes, not shown, to secure the ties to the rails. On the extreme ends of the bars 5, at their lower portions, lugs 7 are provided, and these lugs project into recesses 8 in the web portion of the other joint member 2. This joint member is enlarged transversely at its web portion as shown at 11, but the enlargement extends only approximately half way between the head and the base flange, and an integral central tongue 9 is provided which extends down between the bars 5. Rectangular recesses 10 are provided in the under face of enlargement 11 at both sides of the tongue 9 to receive the tongues 6, 6, on member 1, and securely lock the parts together. The enlargements 11 at the sides of the joint member 2 are extended down and connect with the base flange as shown at 12 above the recesses 8, so that the lugs 7 in recesses 8 are hid from view. The transverse enlargements of the joints are so proportioned that they constitute at the joint, enlargements of the webs of the rails, and these enlargements are uniform as seen most clearly in Fig. 5 so as not to disfigure the rail. Furthermore, it will be noted that the interlocking parts are all hid from view. In other words, member 2 in its under face is recessed to receive the tongues and lugs of member 1, and these interlocking parts are all hid from view, so that the joint is a neat one and one which will securely hold and be protected from the weather.

The parts are locked and unlocked by moving member 2 vertically with relation to member 1, and when member 2 is placed upon member 1. and forced downwardly, the tongues 6 will move into recesses 10, and the lugs 7 into recesses 8, so that the joint members will be securely locked together against possibility of independent longitudinal or lateral movement. When secured to the rails by the ordinary spikes (not shown) the joint cannot be moved, and the rails will be securely locked without the necessity of bolts, nuts, and fish plates such as ordinarily employed.

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. A rail joint comprising two members, 5 parallel bars on the end of one member, upwardly projecting parallel tongues on the inner faces of said bars located centrally of the bars and shorter than the bars, and the other member of said joint having recessed 10 enlargements to receive said tongues, substantially as described.

2. A rail joint comprising two members, parallel bars on the end of one member, upwardly projecting parallel tongues on the 15 inner faces of said bars located centrally of the bars and shorter than the bars, and the other member of said joint having recessed enlargements to receive said tongues, lugs 20 on the free ends of said bars at their lower edges, and said last-mentioned member having recesses receiving said lugs, substantially as described.

3. A rail joint comprising two members, 25 parallel bars on the end of one member, upwardly projecting parallel tongues on the inner faces of said bars located centrally of the bars and shorter than the bars, the other member of said joint having recessed en-

largements to receive said tongues, and a tongue integral with the last-mentioned member projecting between the said bars 30 and of substantially the same length as the bars, substantially as described.

4. A rail joint comprising two members, parallel bars on the end of one member, upwardly projecting parallel tongues on the 35 inner faces of said bars located centrally of the bars and shorter than the bars, and the other member of said joint having recessed enlargements to receive said tongues, lugs 40 on the free ends of said bars at their lower edges, and said last-mentioned member having recesses receiving said lugs, and a tongue integral with the last-mentioned member 45 projecting between the said bars and of substantially the same length as the bars, substantially as described.

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

KAZIMIER JASIECKI.
KASIMIERZ GLOWACKI.

Witnesses:

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