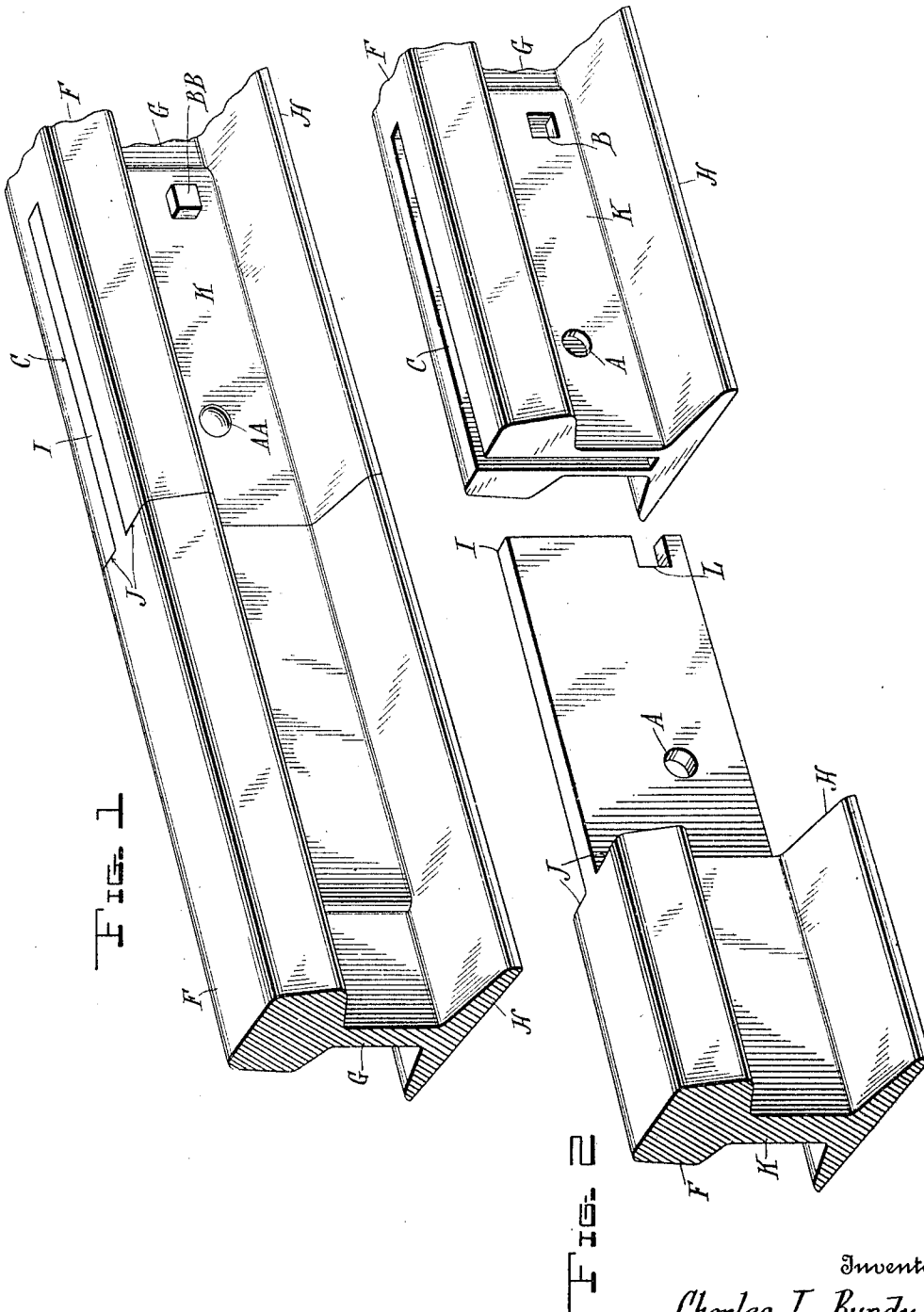


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RAIL JOINT.
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954,419.

Patented Apr. 12, 1910.



Witnesses

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CHARLES L. BUNDY, OF QUICKVILLE, KANSAS.

RAIL-JOINT.

954,419.

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To all whom it may concern:

Be it known that I, CHARLES L. BUNDY, a citizen of the United States, residing at Quickville, in the county of Thomas and State of Kansas, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to certain new and useful improvements in railway joints.

The primary objects of the invention are the provision of a railway joint in which the adjacent or meeting ends of the railway rails may be so connected as to form a tight joint so that when the wheels of a railway car pass over the joint they will not disturb the same so as to loosen the said joint and also to overcome the possibility of separation thereof, which would necessarily result in the pounding of the wheels of the car when passing thereover.

Another object of the invention is the provision of a railway joint in which the meeting ends of railway rails may be quickly connected and which will not require skilled laborers when joining the same.

A still further object of the invention is the provision of a rail joint which is simple in construction, strong, durable, efficient and reliable in operation and inexpensive in the manufacture.

With these and other objects in view the invention consists in the construction, combination and arrangement of parts as will be hereinafter more fully described in detail, illustrated in the accompanying drawings which disclose the preferred form of embodiment of the invention, to enable those skilled in the art to carry the invention into practice, and as pointed out in the claims hereunto appended.

In the drawings:—Figure 1 is a fragmentary perspective view of the rail joint constructed in accordance with the invention. Fig. 2 is a perspective view with the meeting ends of the rail separated.

Similar reference letters indicate corresponding parts throughout the several views in the drawing.

In the drawings, there are shown the meeting ends of railway rails which are of the usual or ordinary construction comprising tread portions F, webs G, and flanges or bases H. The web portion G of one of

the meeting ends of one rail is extended to form a tongue I, which latter is of a slightly less width than the web G, and has its upper edge flush or in alinement with the upper surfaces of the tread portion F, of the rail so that the tread F, provides shoulders J, at the inner end of the tongue for the purpose as will be hereinafter described.

The meeting end of the other rail is provided with a recess C, which latter extends through the tread F, and the web G, and is correspondingly shaped with respect to the tongue I, to snugly receive the same so that the end of the said rail will abut against the shoulders J, when the said tongue I is fitted within the recess and the rail terminals have been joined together. The web G of the rail containing the recess C is thickened on opposite sides as at K to increase the strength of the walls of the web at the point of location of the recess therein.

Formed in the outer end edge of the tongue I, near the lower edge thereof is a squared notch L, which latter is adapted to receive the correspondingly squared shank portion of a bolt member BB, the latter being passed through suitable openings B, formed in the web G of the rail containing the recess C, so that when this bolt member BB is engaged in the squared notch L, outer end of the tongue is locked against vertical movement when fitted within the recess and the rail ends have been joined.

Formed in the tongue I of the meeting end of the rail containing the recess C are registering apertures A through which is passed a bolt member AA which latter secures the meeting ends of the rail together, locks the tongue I within the recess C thereby forming a secure joint at the meeting ends of the rails.

It is obvious that due to the notch L and the outer end of the tongue I, the proper disposition of the tongue I in the recess C when said tongue is inserted in the latter is enabled for the reason that this notch L will engage the squared bolt member BB, and it is only necessary in order to secure the meeting ends of the rails to insert the bolt member AA through the registering openings A, thus locking the tongue within the recess against displacement.

What is claimed is:—

The combination with the meeting ends of railway rails, of a tongue formed on one of

said rails and containing a notch in its end
edge, the other rail containing a recess cor-
respondingly shaped to and receiving the
tongue, an opening through the top of the
5 rail, and transversely disposed detachable
means intersecting the recess to engage the
notch in the tongue when the meeting ends

of the rails have been brought to interlock-
ing engagement with each other.

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