

N. J. GOYETTE.
RAIL JOINT.
APPLICATION FILED SEPT. 6, 1912.

1,056,660.

Patented Mar. 18, 1913.

FIG. 1.

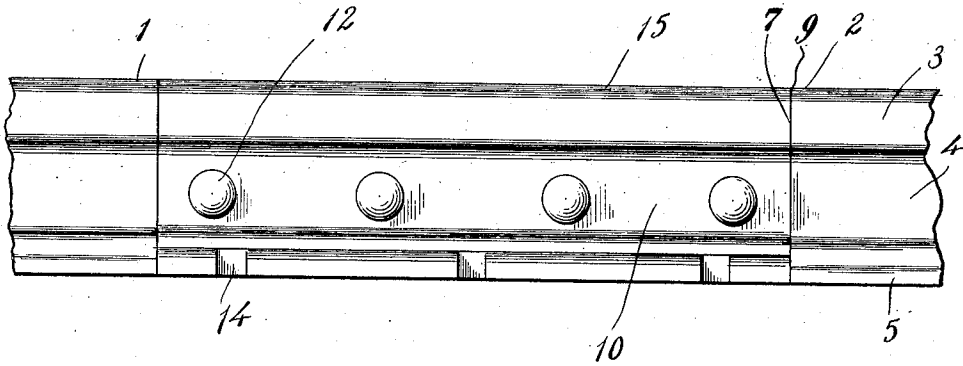


FIG. 2.

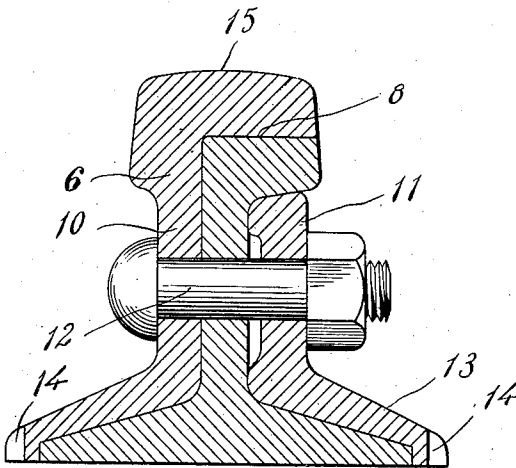
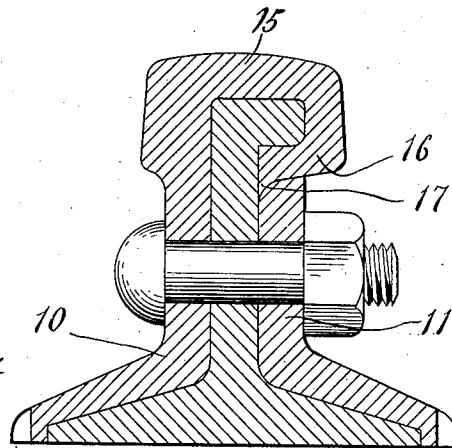


FIG. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

NOEL J. GOYETTE, OF FALL RIVER, MASSACHUSETTS.

RAIL-JOINT.

1,056,660.

Specification of Letters Patent.

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Application filed September 6, 1912. Serial No. 718,912.

To all whom it may concern:

Be it known that I, NOEL J. GOYETTE, a citizen of the United States, residing at Fall River, in the county of Bristol and State of Massachusetts, have invented new and useful Improvements in Rail-Joints, of which the following is a specification.

This invention relates to rail joints and the principal object of the invention is to provide a simple and efficient splicing and bracing means which will produce a strong and durable structure adapted to prevent sagging of the rail ends and to eliminate noise and shock of the car wheels passing over the joints.

Further objects of this invention will appear as the following specific description is read in connection with the accompanying drawing, which forms a part of this application, and in which:—

Figure 1 is a side elevation. Fig. 2 is a transverse vertical section taken there-through. Fig. 3 is a sectional view showing a modified form.

Referring more particularly to the drawing, 1 and 2 represent the separate rail ends to be connected, each of which is constructed, as is usual, of a head 3, web 4 and base flange 5. The head of the rail of each section is cut away, as shown at 6, so as to be flush with one side of the web 4 and to produce a shoulder 7 for a purpose to be hereinafter described. The head is also cut away horizontally through half of its thickness, as shown at 8, and so as to produce a shoulder 9. The rails are connected together by fish plates 10 and 11 which lie upon opposite sides of the rail and are secured there-

to by bolts 12. Both of the fish plates are provided with overhanging base engaging flanges 13 having spike apertures or notches 14 formed therein and the fish plate 10 is provided with a laterally extended head 15 adapted to lie upon the cut away portions 8 and have its ends abut against the shoulders 7 and 9, as shown. Thus, the joint between the ends of the rail is covered and the noise and jar of the wheels crossing the joints is effectually eliminated.

In the modification shown in Fig. 3, the head 15 is provided with an overhanging hook 16 which seats beneath the head of the rail and is provided with a curved flange 17 adapted to be engaged by the fish plate 11. In this form, the head 15 is prevented from curling or warping out of shape.

What is claimed is:—

A rail joint comprising a pair of rail sections having their heads reduced upon one side and at the top to form recesses at the abutting ends of the sections, a fish plate secured to the webs of the sections and provided with a flange or head overhanging the head of the rail and lying in the recesses, and a hook formed on the free edge of the head adapted to engage beneath the heads of the rail sections, together with a second fish plate adapted to engage said hook and press the same in position against the underside of the heads and against the rail webs.

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

NOEL J. GOYETTE.

Witnesses:

FREDERICK A. HOTCHKISS,
ADELARD RENAUD.

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