

O. L. ROBERTS.
RAIL JOINT.

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1,011,492.

Patented Dec. 12, 1911.

Fig. 1.

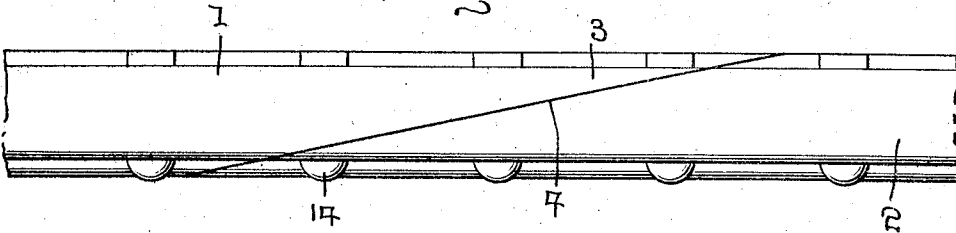


Fig. 2.

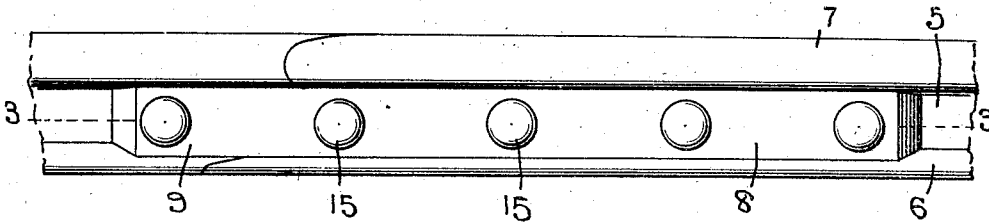


Fig. 3.

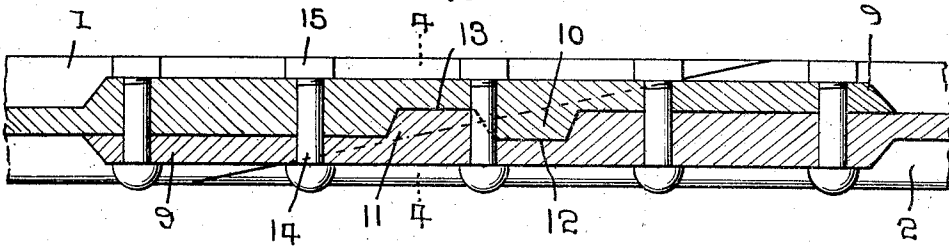
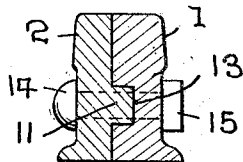


Fig. 4.



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RAIL-JOINT.

1,011,492.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, OMER L. ROBERTS, a citizen of the United States, residing at Macy, in the county of Miami and State of Indiana, have invented certain new and useful Improvements in Rail-Joints; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to new and useful improvements in rail joints and my object is to provide means for connecting the ends of rails together, whereby a substantially continuous rail will be formed.

A further object is to provide plates integral with the ends of the rails, the plate of one rail overlapping parts of the opposite rail.

A further object is to provide interlocking parts for the meeting ends of the rail, and, a further object is to provide means for securing the ends of the rails together.

Other objects and advantages will be hereinafter set forth and pointed out in the specification.

In the accompanying drawings, which are made a part of this application, Figure 1 is a top plan view of the meeting ends of two rails, showing the same secured together. Fig. 2 is a side elevation thereof. Fig. 3 is a horizontal sectional view thereof as seen on line 3—3 Fig. 2, and, Fig. 4 is a vertical sectional view as seen on line 4—4 Fig. 3.

Referring to the drawings in which similar reference numerals designate corresponding parts throughout the several views, 1 and 2 indicate the rails which are constructed in the usual or any preferred manner, the meeting ends of which are provided with elongated tapered faces 3 and 4, respectively, thereby disposing the meeting ends of the rails at an angle to the trend of the rails. Formed integral with the web 5 of the rails and between the base 6 and tread 7 thereof are fish plates 8, the end 9 of each fish plate projecting a distance beyond its respective rail and overlapping a portion of the adjoining rail.

The tapered faces 3 and 4 are each provided with a lug 10 and 11, respectively, the lug 10 entering a cavity 12 in the rail 2 and the lug 11 entering a cavity 13 in the rail 1, the ends of said lugs preferably abutting against each other. By providing the lugs and placing the same in the manner shown, they substantially interlock with each other and prevent undue longitudinal movement of the rails and at the same time strengthen the joints between the rails.

After the meeting ends of the rails are placed together the usual or any preferred form of bolts 14 are extended through the fish plates and secured therein by means of nuts 15. By forming the fish plates integral with their respective rails the meeting ends of the rails are substantially the same strength as the other parts of the rails, thus rendering the rails as strong at their point of connection or the joints as at any other part in the length of the rail.

It will likewise be seen that the rails can be easily and quickly assembled or disconnected and in view of the tapered faces of the rails, a substantially continuous surface is formed for the travel of the wheels thereover, thus eliminating the usual jar incident to rails having straight cut ends.

What I claim is:

A rail joint comprising two overlapping rails, the base and tread of each rail having uninterrupted diagonal meeting ends, each web being offset outwardly in the form of an integral fish plate and each of such fish plates being recessed and provided with a lug having beveled end faces, one of said beveled ends forming one end wall of the recess, the lug of one fish plate being opposite to and engaging in the recess of the other fish plate and each fish plate extending beyond the ends of the base and tread and being of a reduced thickness from its lug to its end.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

OMER L. ROBERTS.

Witnesses:

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W. I. LEFFEL.