L. M. SEITZ.

RAIL JOINT.

APPLICATION FILED OCT. 9, 1912.

1,066,663. Patented July 8, 1913.

Fig. 1.

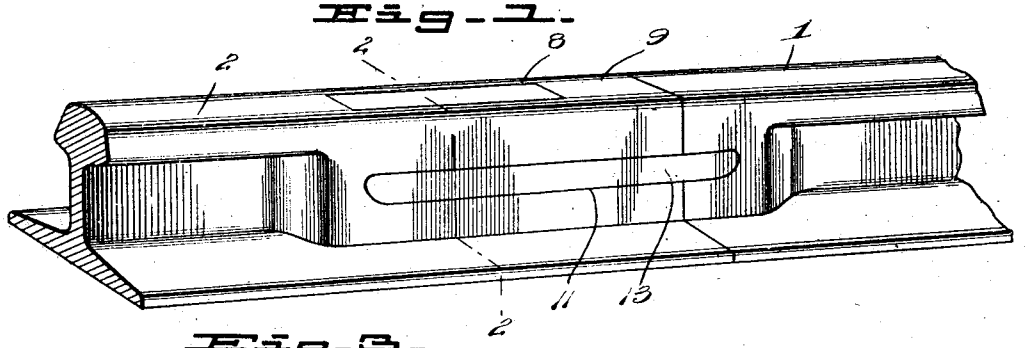


Fig. 3.

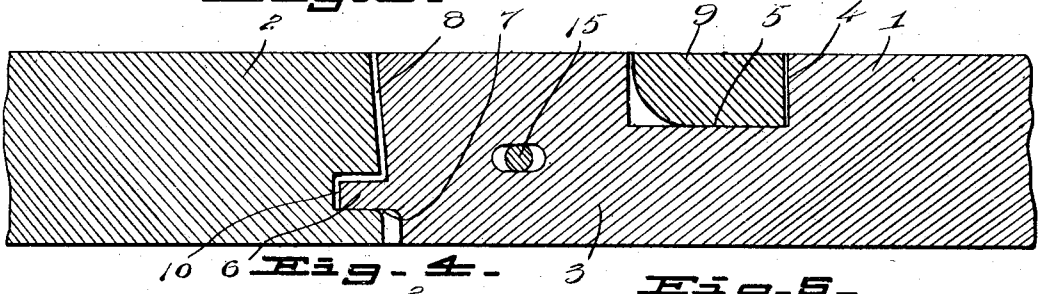


Fig. 4.

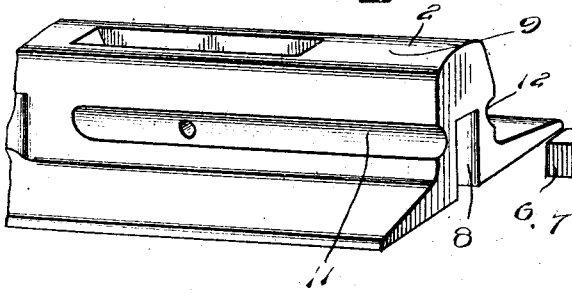


Fig. 5.

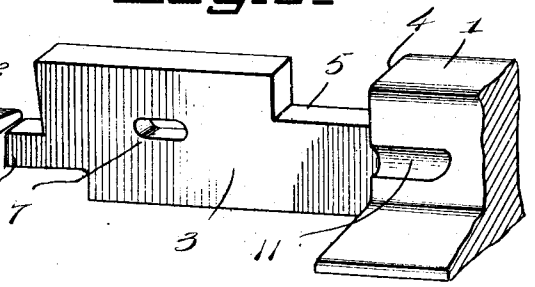


Fig. 2.

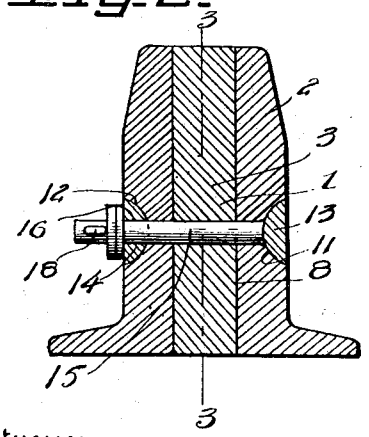
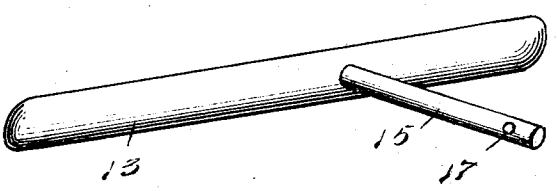


Fig. 6.



Witnesses

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UNITED STATES PATENT OFFICE.

LAWRENCE M. SEITZ, OF BOONVILLE, INDIANA.

RAIL-JOINT.

1,066,663. Specification of Letters Patent. Patented July 8, 1913.

Application filed October 9, 1912. Serial No. 724,773.

To all whom it may concern:

Be it known that I, LAWRENCE M. SEITZ, a citizen of the United States, residing at Boonville, in the county of Warrick and State of Indiana, have invented new and useful Improvements in Rail-Joints, of which the following is a specification.

The present invention relates to rail joints, the object being to provide a rail joint wherein the rails will be effectively connected together without danger of downward or lateral movement.

Another object of the invention is the provision of simple, but effective means for securing the rail ends, the said means also serving as a conductor of electricity between the adjacent rails.

With the above recited objects in view, and others which will hereinafter be more fully described, the invention resides in the novel construction, and operative arrangement of parts set forth in the following description, and falling within the scope of the appended claims.

In the drawing, Figure 1 is a perspective view of a rail joint constructed in accordance with the present invention. Fig. 2 is a transverse sectional view through the same taken approximately upon the line 2—2 of Fig. 1. Fig. 3 is a longitudinal sectional view upon the line 3—3 of Fig. 2. Fig. 4 is a perspective view of one of the rail ends. Fig. 5 is a similar view of the co-acting rail end. Fig. 6 is a perspective view of the combined conductor and joint fastener.

Referring now to the drawing in detail, the numerals 1 and 2 designate co-acting rails. Each of the rails adjacent its end is reinforced, or has its web enlarged so that the same is arranged substantially parallel with the opposite faces of the head of the rail.

The rail 1 has its end provided with a centrally arranged longitudinally extending tongue 3, the same extending from the top of the tread to the bottom of the base. The terminal of the enlarged portion of the rail proper is disposed at a right angle to the tongue, and the said tongue has its side walls flat and parallel. The upper face of the tongue adjacent the shoulder provided by the end of the rail proper, and which may be designated by the numeral 4 is provided with a recess or is cut away as at 5. The outer end of the tongue is inclined rearwardly from its top to its bottom, and the said end of the tongue is provided with a longitudinally extending finger 6. The tongue is also provided with an elongated orifice 7.

The rail 2 has its end provided with a longitudinally arranged slot 8 which opens at the end, the bottom and top of the said rail. The slot is, however, bridged as at 9 to provide the top with an opening of a size and shape equaling the portion of the tongue 3 between its end and the shoulder provided by the recess 5. The inner wall or terminal of the slot 8 is inclined from the bottom of the rail toward the top thereof, and is provided with a depression or pocket 10 within which is received the finger 6 of the rail 1 when the rails are connected. The end of the rail 1 is provided with suitable openings which are adapted to aline with the orifice 7 of the tongue 3, when the rails are assembled.

The outer and opposite faces of the rail ends are each formed with alining depressions 11 and 12 respectively, the walls provided by the said depressions being circular in cross section, and adapted to be received within the said depressions are rail fastening members 13 and 14, respectively. The member 13 is provided with an angularly arranged or disposed bolt, the same being preferably integrally formed with the said member and the bolt is adapted to be passed through registering openings in the sides of the rail end 2, and the orifice 7 of the tongue 3. The bolt 15 may be constructed of some bendable material, and may have its extremity bifurcated, whereby the arms thus provided may be spread after passing through an opening 16 in the member 13. However, and as shown in the drawing the bolt 15 is preferably provided with an opening 17 through which passes a cotter pin 18, and arranged upon the bolt, between the cotter pin, and the member 13 are suitable washers, whereby the members are tightly compressed against the sides of the rail ends.

From the foregoing description, taken in connection with the accompanying drawing, the method of assembling the rail ends or disconnecting the same, will, it is thought, be perfectly apparent to those skilled in the art to which such inventions appertain without further detailed description.

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

1. In combination, two rail ends each having enlarged webs, one of said ends being centrally provided with a longitudinally extending tongue which has its end provided with an extending finger, the upper edge of the tongue adjacent the head of the rail being recessed, the second rail end being provided with a longitudinally extending slot which is adapted to receive the tongue, the outer end of the slot being bridged to enter the recessed portion of the tongue, and the inner wall provided by the slot being formed with a pocket to receive the finger of the tongue, and means for securing the rail ends.

2. In a rail joint, rail ends, one of the said ends being provided with an extending tongue having a finger, the second rail end having a longitudinally arranged slot, the inner wall provided thereby being formed with a pocket, the said slot and pocket adapted to receive the tongue and finger of the first named rail end, the outer faces of the rails being provided with registering depressions, bond members within the depressions, one of said bond members being provided with an angularly arranged bolt, and said bolt adapted to pass through openings provided in the rail ends, and through the second bond member, and securing means for the bolt.

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

LAWRENCE M. SEITZ.

Witnesses:
ROSA MAGEE,
NEVA MAGEE.

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