H. WORUDA.

RAIL JOINT.

APPLICATION FILED JUNE 14, 1911.

1,013,256. Patented Jan. 2, 1912.

Fig. 2

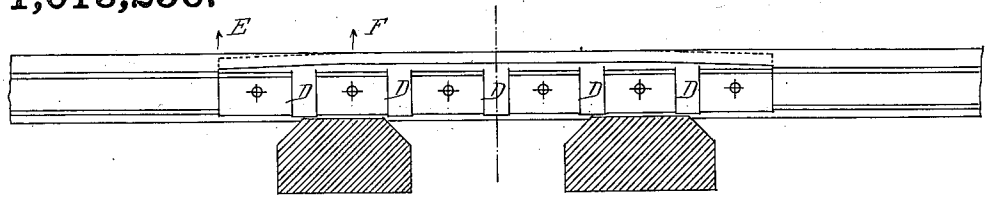


Fig. 3.

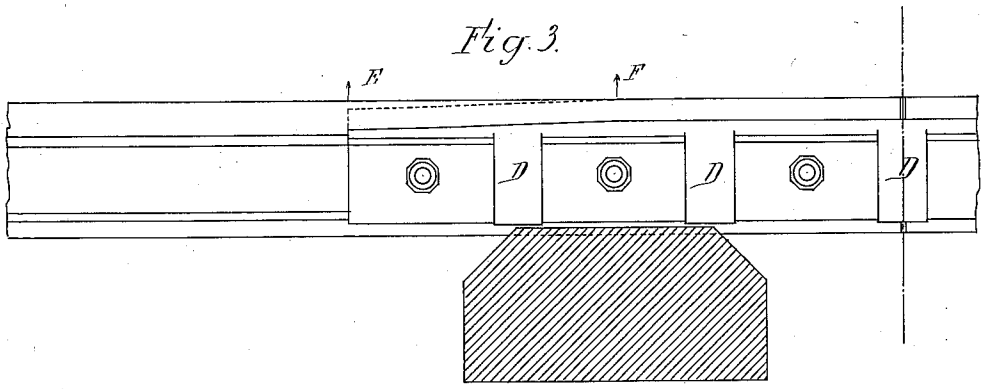
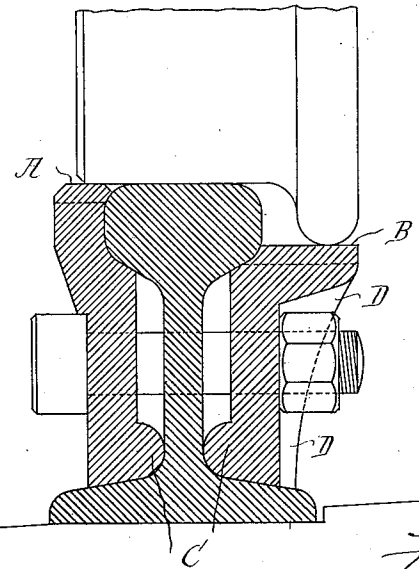


Fig. 1.



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HANS WORUDA, OF VIENNA, AUSTRIA-HUNGARY.

RAIL-JOINT.

1,013,256. Specification of Letters Patent. Patented Jan. 2, 1912.

Application filed June 14, 1911. Serial No. 633,142.

To all whom it may concern:

Be it known that I, HANS WORUDA, a subject of the Emperor of Austria-Hungary, residing at Hernalser, Vienna XVII, Austria-Hungary, have invented Improvements in or Relating to Rail-Joints, of which the following is a specification.

The object of this invention is to provide improved means for connecting the adjacent ends of railway and the like rails. For this purpose according to this invention the said ends are connected by means of fish plates arranged one at each side of the rails and adapted where the rails abut against each other to support the running wheels of a vehicle, on each side of the rails, both fish plates being inclined downwardly toward their ends to facilitate the smooth passage of the running wheels over the rail joint.

Figure 1 of the accompanying illustrative drawing shows in vertical section a rail joint according to this invention. Fig. 2 is a side elevation thereof to a smaller scale. Fig. 3 an elevation of one half of the inner fish plate and rail to a larger scale than Fig. 2 but not to so large a scale as Fig. 1.

The improved fishplates are made of rolled iron and of a length of about one meter for example. The outer fishplate rests upon the foot of the rail and extends up to the upper edge of the rail as shown at A, Fig. 1. The inner fishplate likewise rests upon the foot of the rail but it only extends up to a height suitable for receiving the flange of a running wheel, as shown at B. The inner sides of both fishplates are provided at their lower parts where they touch the foot of the rail with semi-circular projections C adapted to bear upon the web of the rail as shown. The outer fishplate is formed with a recess adapted to receive the head of the rail and has a thickened portion on the outer side for the tread of a running wheel. The inner fishplate, which is also formed with a recess for the rail head, is provided with ribs D that extend downwardly from the flange like top of the fishplate to the base thereof. Both fishplates are inclined downwardly toward their ends for about a quarter of their whole length, say from E to F, to facilitate the passage of the wheels over the butt joint of the rails. The fishplates are fixed to the rails by screw bolts as well understood.

What I claim is:—

1. In a rail joint, an outer fishplate the top of which is level with the top of the rails where the ends of the rails to be joined abut, an inner fishplate the top of which, where the ends of the rails to be joined abut, is adapted to receive the flange of a running wheel of a vehicle on the rails, and means for securing said fishplates to the rails to be joined, substantially as set forth.

2. In a rail joint, an outer fishplate the top of which is level with the top of the rails where the ends of the rails to be joined abut, an inner fishplate the top of which, where the ends of the rails to be joined abut, is adapted to receive the flange of a running wheel of a vehicle on the rails, the top of each said fishplate being inclined downwardly toward the ends of the fishplate, and means for securing said fishplate to the rails to be joined, substantially as set forth.

3. In a rail joint, an outer fishplate the top of which is level with the top of the rails where the ends of the rails to be joined abut, an inner fishplate the top of which, where the ends of the rails to be joined abut, is adapted to receive the flange of a running wheel of a vehicle on the rails, the top of each of said fishplates being inclined downwardly toward the ends of the fishplate and the inner face of the lower part of each said fishplate being formed with a bead adapted to bear against the web of the rails to be joined, and means for securing said fishplates to the rails to be joined, substantially as set forth.

4. In a rail joint, an outer fishplate the top of which is level with the top of the rails where the ends of the rails to be joined abut, an inner fishplate the top of which, where the ends of the rails to be joined abut, is adapted to receive the flange of a running wheel of a vehicle on the rails, the top of each of said fishplates being inclined downwardly toward the ends of the fishplate, the inner face of each said fishplate being recessed at its upper part to receive the head of the rails to be joined and the inner face of the lower part of each said fishplate being formed with a bead adapted to bear against the web of the rails to be joined and means for securing said fishplates to the rails to be joined, substantially as set forth.

5. In a rail joint, an inner fishplate adapted to rest on the foot of the rails to be joined and the top of which, where the rails to be joined abut, is adapted to receive the flange of a running wheel of a vehicle on the rails,

the top of the said fishplate being inclined downwardly toward the ends and the inner face of the said fishplate being recessed at its upper part to receive the rail head, an inwardly extending bead on the lower part of the inner face of said fishplate, and means for securing said fishplate to the rails to be joined.

6. In a rail joint, an inner fishplate adapted to rest on the foot of the rails to be joined and having a flange like top adapted to receive the flange of a running wheel of a vehicle, the top of the said fishplate being inclined downwardly toward the ends and the inner face of the said fishplate being recessed at its upper part to receive the rail head, an inwardly extending bead on the lower part of the inner face of said fishplate, webs extending from the flange like top of said inner fishplate to the base thereof, and means for securing said fishplate to the rails to be joined.

7. In a rail joint, an outer fishplate adapted to rest on the foot of the rails to be joined and extending up to the top of the rails at the junction of the rails to be joined, the top of the said fishplate being inclined downwardly toward the ends and the inner face of the said fishplate being recessed at its upper part to receive the rail head, an inwardly extending bead on the lower part of the inner face of said fishplate, an inner fishplate adapted to rest on the foot of the rails to be joined and having a flange like top adapted to receive the flange of a running wheel of a vehicle, the top of said inner fishplate being inclined downwardly toward the ends and the inner face of said inner fishplate being recessed at its upper part to receive the rail head, an inwardly extending bead on the lower part of the inner face of said inner fishplate, webs extending from the flange like top of said inner fishplate to the base thereof, and means for securing said fishplates to the rails to be joined.

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Witnesses:
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