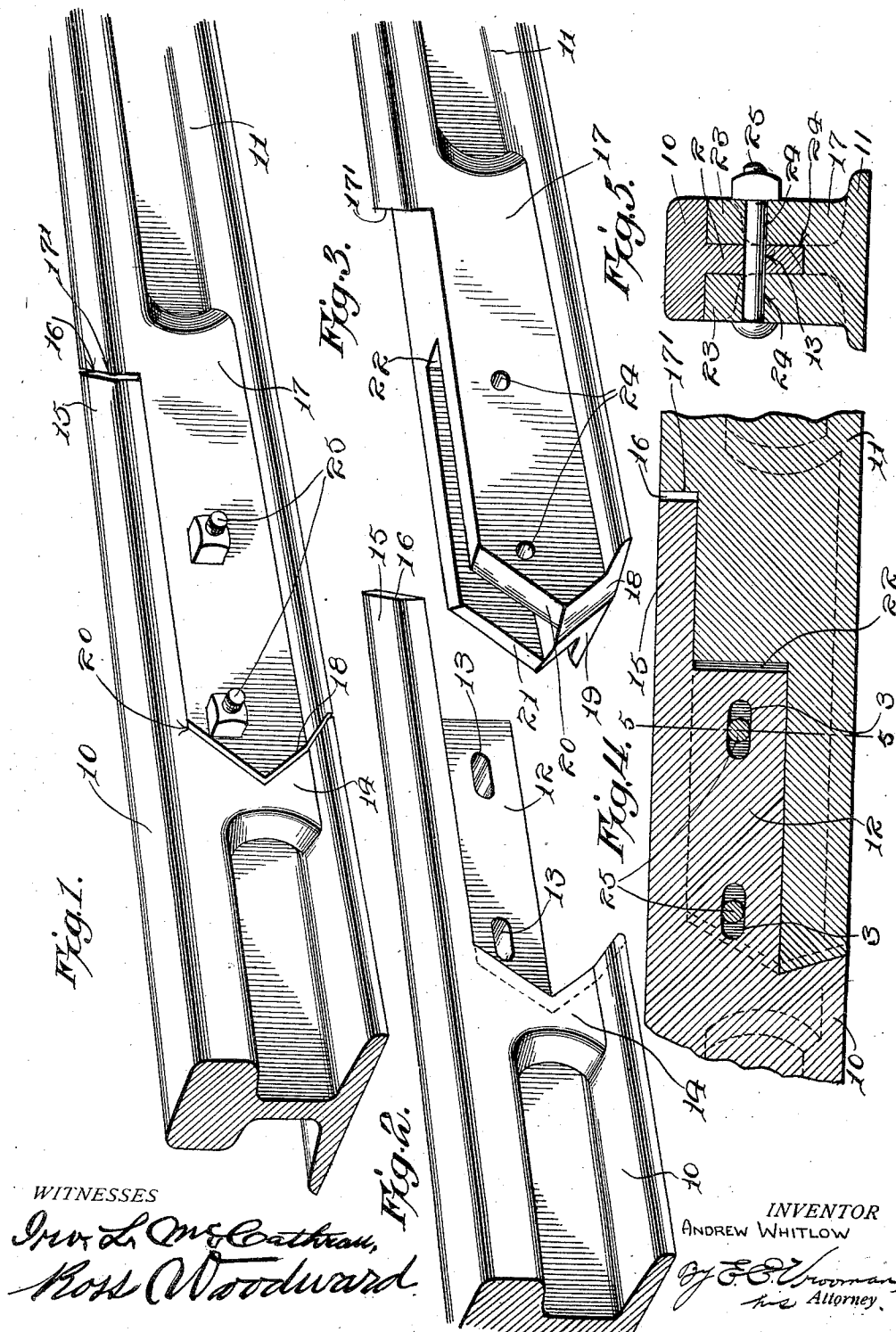


A. WHITLOW.
RAILROAD JOINT.
APPLICATION FILED SEPT. 7, 1911.

1,019,573.

Patented Mar. 5, 1912.



WITNESSES

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UNITED STATES PATENT OFFICE.

ANDREW WHITLOW, OF GEORGETOWN, ILLINOIS.

RAILROAD-JOINT.

1,019,573.

Specification of Letters Patent.

Patented Mar. 5, 1912.

Application filed September 7, 1911. Serial No. 648,020.

To all whom it may concern:

Be it known that I, ANDREW WHITLOW, a citizen of the United States, residing at Georgetown, in the county of Vermilion and State of Illinois, have invented certain new and useful Improvements in Railroad-Joints, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to rail joints and the principal object of the same is to provide a rail joint in which the connected portions fit very closely together and are held in place so that the vibration of the rails will be reduced as much as possible.

This invention is illustrated in the accompanying drawings, wherein:—

Figure 1 is a perspective view of the end portions of a pair of rail sections coupled by the improved rail joint. Fig. 2 is a perspective view of the end portion of one of the rail sections shown in Fig. 1. Fig. 3 is a perspective view of the opposite end portion of the second rail shown in Fig. 1. Fig. 4 is a longitudinal section taken through the coupled rail sections. Fig. 5 is a cross section along the line 5—5 in Fig. 4.

In the accompanying drawings, which form part of this application, the numerals 10 and 11 indicate the joining end portions of a pair of rail sections which are adapted to be connected together. The end of the rail 10 has the base and part of the web cut away to provide a depending tongue 12 which is provided with elongated openings 13. The web of the rail is thickened to the rear of the tongue 12 and the end faces of the thickened portions 14 and the base of the rail beneath the tongue 12 are cut to provide an inwardly beveled seat. The tongue 12 terminates short of the end of the tread so that the end portion 15 of the tread will extend beyond the tongue. It should also be noted that the outer end 16 is cut diagonally.

The end portion 17 of the rail 11 is thickened as shown in Figs. 1 and 3 so that the end will be of the same thickness as the tread, thus supporting the tread portion for its entire width. The portion 17 has the tread removed and is provided with a diagonal rear end 17' which is cut at the same angle as the end 16 of the end portion 15.

The end of the rail 11 is provided with lower faces 18 and 19 and upper faces 20 and 21 which converge inwardly so that the end of the rail will fit into the seat formed in the end of the rail 10. The thickened portion 17 is provided with a slot 22 in which the tongue 12 fits and the side walls 23 of the slot are provided with openings 24 which register with the openings 13 so that securing bolts 25 may be passed through the openings 13 and 24 to secure the rail sections together.

In connecting the rail sections, the tongue 12 is placed within the slot 22 with the end 16 of the overhanging tread portion 15 abutting against the end 17'. The beveled ends of the thickened portion 17 fit into the seat formed in the end of the thickened portion 14 and the bolts 25 are passed through the aligned openings 13 and 24. It will thus be seen that when the bolts 25 are tightened that the rail is permitted to have a slight longitudinal movement in order to accommodate for the expansion and contraction of the metal and that the sections are prevented from having any transverse movement by the beveled ends fitting into the inwardly beveled seat.

What I claim is:—

A rail joint comprising a pair of rail sections, the end of one of said sections being cut away to provide a depending tongue and having the tread extending beyond the end of said tongue, the web to each side of said tongue and adjoining the same being thickened and having its end provided with an inwardly beveled seat, the end of the adjoining rail section being thickened and having the tread removed and the web provided with a longitudinally extending slot, to receive said tongue, the end of said second rail section being provided with beveled faces adapted to fit within the seat formed in the end of the first rail section, and the tongue and walls of said slot being provided with openings through which securing means are adapted to pass.

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

ANDREW WHITLOW.

Witnesses:

MACK McIVOR,
M. B. McCALL.