

A. C. JORNS.
RAIL JOINT.
APPLICATION FILED APR. 14, 1910.

987,373.

Patented Mar. 21, 1911.

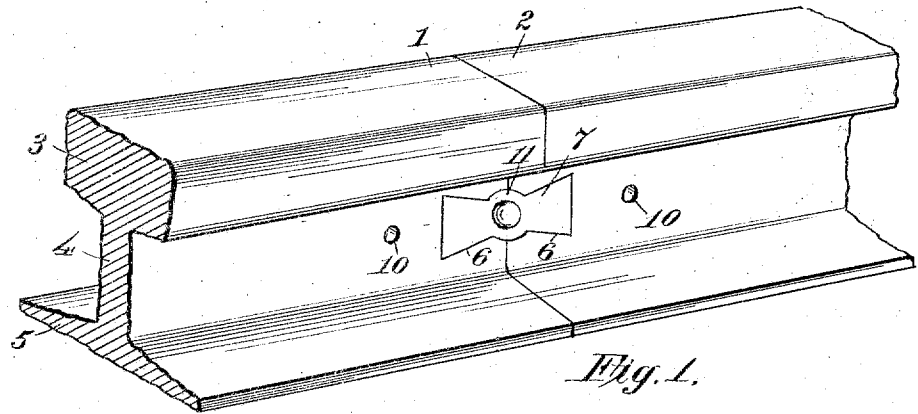


Fig. 2.

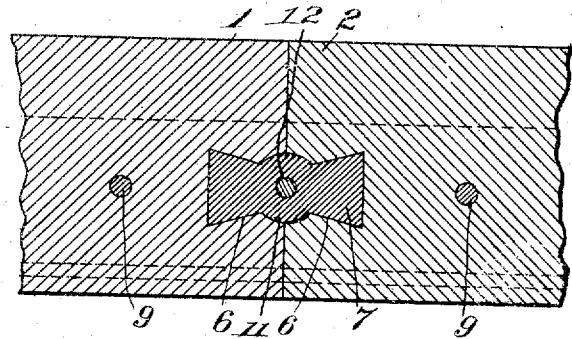
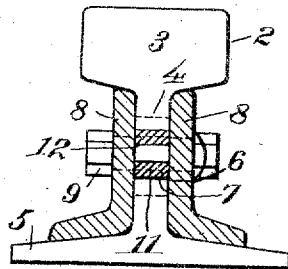


Fig. 3.

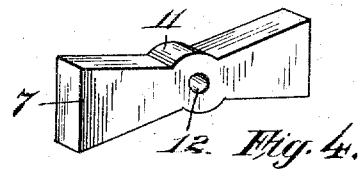


Fig. 4.

Witnesses

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RAIL-JOINT.

987,373.

Specification of Letters Patent. Patented Mar. 21, 1911.

Application filed April 14, 1910. Serial No. 555,333.

To all whom it may concern:

Be it known that I, ALBERT C. JORNS, a citizen of the United States, residing at Dayton, county of Eddy, and Territory of New Mexico, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification.

My invention relates to rail joints that is to means for connecting the abutting ends of railway rails to form a continuous rail.

The object of my invention is to provide a simple and efficient rail joint whereby the rails may be readily and quickly secured together.

A further object of my invention is to provide a rail joint whereby the abutting ends of the rails will be maintained in perfect alinement.

Other objects will appear hereinafter.

My invention will be more readily understood by reference to the accompanying drawings forming a part of this specification and in which—

Figure 1 is a perspective view of the abutting ends of two rails with the block shown in position and the fish plates removed, Fig. 2 is a vertical transverse section through the rail joint taken on the line separating the rails, Fig. 3 is a central longitudinal section through the rails and joint, and Fig. 4 is a perspective view of the double dovetailed block.

Referring now to the drawings 1 and 2 indicate the abutting ends of two rails which may be of any ordinary or preferred form. In the drawings I have illustrated the ordinary T rail comprising the ball 3, web 4 and flange 5. The ends of the webs 4 are formed with dove-tail recesses 6 which are of equal size and similarly positioned and may be readily formed therein. Arranged in the recesses 6 is a double dove-tailed block 7. This preferably fits snugly in said recesses and is preferably of the same thickness as the webs 4 of the rails. It is not objectionable for the block to be a trifle thinner than the web but it should not be thicker than the same for obvious reasons.

Secured upon each side of the webs 4 are a pair of fish plates 8—8 which are preferably angle irons as shown in Fig. 2. The

fish plates entirely inclose the block 7 and are held in position by a pair of bolts 9—9 which extend through bolt holes 10 in the web 4 of the rails. Two bolts are sufficient to hold the fish plates in position and consequently there is a great saving in the number of bolts required to lay the track. Further with the block 7 in position the loosening of one of the bolts would not be as serious a matter as with the rail joint at present in general use.

The contracted central portion of the block 7 is formed with a circular enlargement 11 provided with a transverse bolt hole 12. A single bolt may extend through the fish plates and the block to hold the parts in position, the ends of the fish plates extending over the adjacent portions of the webs of the rail. Although a single bolt is usually sufficient, additional bolts may be employed as above described.

By forming the blocks and fish plates separately they may each be rolled out of high grade steel and at a low cost. Further the joint is easy to assemble and will positively lock the ends of the rails in perfect alinement.

Having described my invention what I claim as new and desire to secure by Letters Patent is:

In a rail joint, the abutting ends of the rail, provided with dove-tail notches or recesses in the web portions thereof, a double dove-tailed block fitting in said recesses and of substantially the same thickness as the webs of the rail and of uniform thickness throughout its length, the central portion of said block being formed with a circular enlargement and provided with a transverse bolt hole, fish plates of ordinary form upon opposite sides of the webs of the rails and inclosing said block and a bolt extending through the same and said bolt hole, substantially as described.

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

ALBERT C. JORNS.

Witnesses:

EDGAR KISER,
E. P. MILLER.