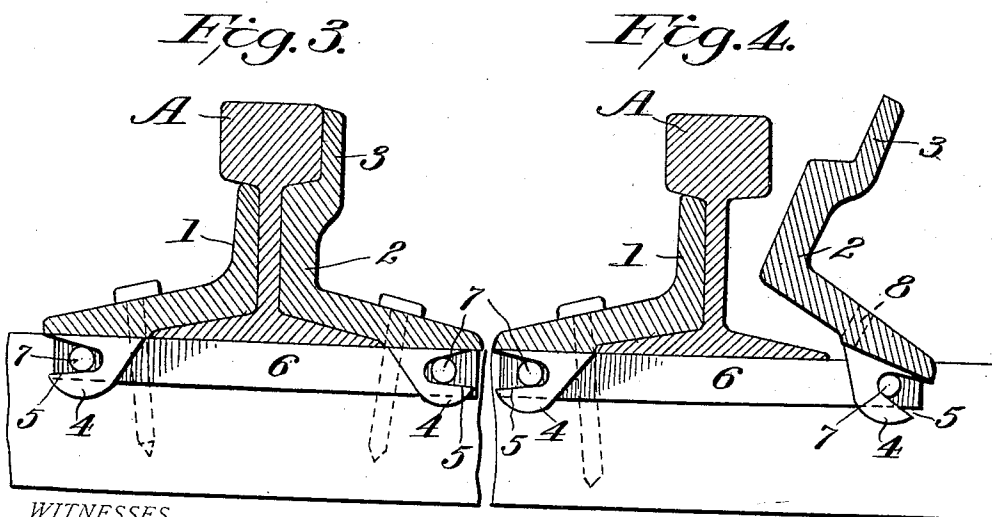
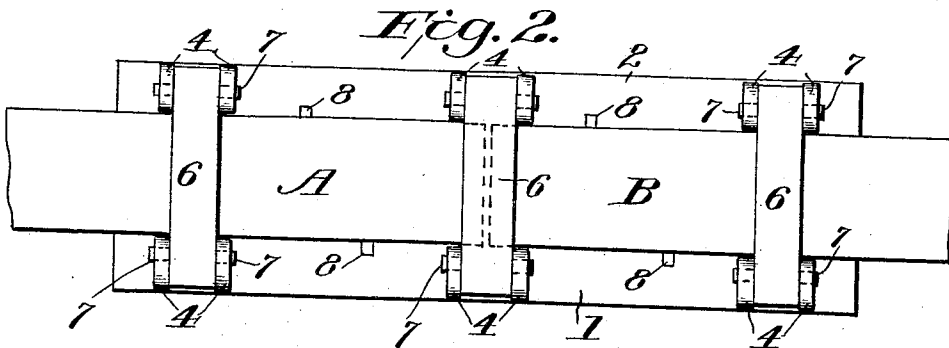
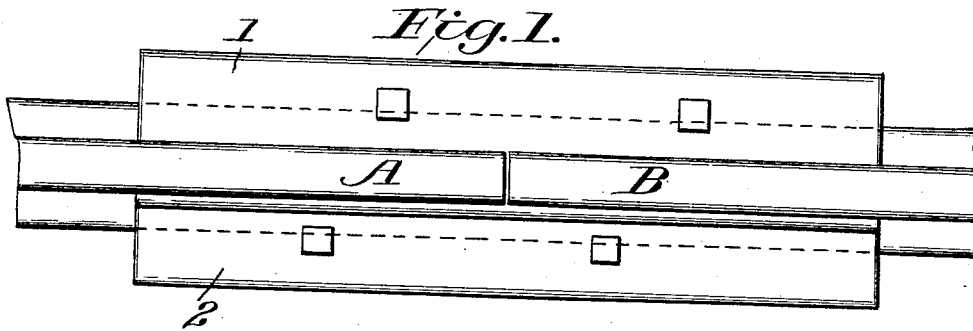


W. J. McADAMS.
RAILROAD RAIL JOINT.
APPLICATION FILED MAY 9, 1912.

1,054,013.

Patented Feb. 25, 1913.



WITNESSES

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WILLIAM J. McADAMS, OF RUBY, TEXAS.

RAILROAD-RAIL JOINT.

1,054,013.

Specification of Letters Patent.

Patented Feb. 25, 1913.

Application filed May 9, 1912. Serial No. 696,116.

To all whom it may concern:

Be it known that I, WILLIAM J. McADAMS, a citizen of the United States, residing at Ruby, in the county of Sherman and State of Texas, have invented certain new and useful Improvements in Railroad-Rail Joints, of which the following is a specification.

My invention relates to new and useful improvements in rail joints, and has for its object the production of a simple and effective rail joint, and one that is cheaply constructed.

Another object is to provide a rail joint that does not necessitate the drilling of holes in the rail.

Another object is to produce a rail joint that will automatically tighten under pressure.

I accomplish these objects by means of the device illustrated in the accompanying drawings, in which,

Figure 1 is a plan view of my improved rail joint, Fig. 2 is a bottom plan view of the construction shown in Fig. 1. Fig. 3 is a transverse sectional view of the device. Fig. 4 is a view similar to Fig. 3 showing the parts in the process of assembling.

Like numerals of reference indicate similar parts throughout the several views.

Referring specifically to the drawings 1 and 2 are plates which fit snugly to the sides of the rails indicated at A and B. The plate 2 has an upstanding flange 3, along its upper edge, so constructed as to fit snugly against the outside of the head of the rail, and extend flush with the upper surface of the same thus forming a solid rail portion over the joint. The plates 1 and 2 have downwardly projecting lugs 4, arranged in pairs and depending from their lower faces. These lugs have notches 5, which are broad at their mouth and gradually narrow as they extend inwardly, or toward the lugs on the complementary plate of the rail joint.

Bars 6 having protruding pintles 7, are arranged to lie beneath the rail and adjacent the plates of the rail joint, the pintles 7 being engaged by the notches 5 in the projections 4. The plates 1 and 2, are each provided with a plurality of openings 8, for the purpose of spiking the joint to the railroad ties as illustrated in Figs. 3 and 4, and which is common in railroad construction.

By careful reference to Figs. 3 and 4 of

the drawings it will be seen that when the railjoint is assembled as illustrated in Fig. 4, the open or wide end of the notches 5 engage the pintles 7 in a loose manner, making the assembling an easy operation. As the plates 1 and 2 are forced down into place the pintles 7 are forced back into the narrow part of the recesses 5 and make a tight connection between the plates 1 and 2 and the bars 6; this operation at the same time crowds the bars 6 tightly against the under side of the rails. After the railjoint is in place the plates 1 and 2 are spiked down in the usual manner thereby preventing any displacement of the railjoint as a whole.

By reference to Fig. 3 it will be seen that the action caused by the passage of trains over the rails will produce a tightening of the joint, because in forcing the rail downward the plates will also be forced downward and outward making the connection between the lugs 4 and the pintles 7 tighter than before. This operation of my improved railjoint will tend to lessen accidents because of the loosening and displacement of railjoints now in use. My improved railjoint also obviates the necessity of drilling holes in the ends of rails, as I do not use any bolts for holding the plates and rails together.

I do not wish to confine myself to the exact construction shown in the drawings but claim the privilege of using such modifications as those skilled in the art can produce without departing from the spirit of my invention, or the scope of the appended claims.

Having thus described my invention what I claim is:

1. In a railjoint plates having depending lugs arranged in pairs, one of said plates having an upstanding flange, and a bar having pintles to engage said depending lugs to hold the plates against the rail.

2. In a railjoint plates having depending lugs arranged in pairs, each lug having a notched opening, and bars having projections to engage said notched openings for the purpose of holding the plates together.

3. In a railjoint plate shaped to conform to the outer face of a rail each plate having downwardly depending projections from its under face, said projections having notched openings with wide mouths, and means for preventing the plates from spreading apart.

4. In a railjoint plates shaped to conform to the outer face of a rail each plate having downwardly depending projections from its under face, said projections having notched
5 openings with wide mouths, and means for preventing the plates from spreading apart, and means for securing the railjoint to the ties.

5. The combination of the meeting ends
10 of rails, plates for covering the meeting ends of said rails, each plate having a plurality of depending projections arranged in pairs on its under face, said projections having tapered notched openings, and bars having
15 projections for engaging said notched open-

ings, and means for tightening said connections under pressure.

6. In a railjoint a pair of plates having depending lugs on their under faces, said lugs having tapered notches opening out- 20 wardly, a bar for engaging the under side of the plates and the rail and said bar having projections to engage the notches in the depending lugs.

In testimony whereof I affix my signature 25 in presence of two witnesses.

WILLIAM J. McADAMS.

Witnesses:

JOHN COFFMANN,

T. BENNETT.

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