

(No Model.)

A. W. CLEMO.

JOINT OR COUPLING FOR RAILWAY RAILS.

No. 575,149.

Patented Jan. 12, 1897.

FIG. 1.

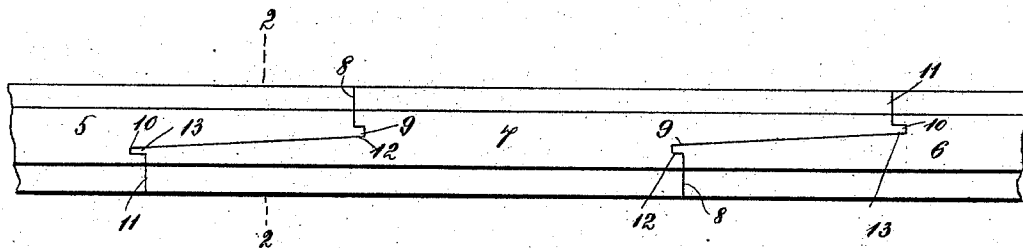
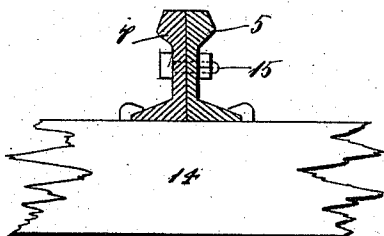


FIG. 2.



WITNESSES

John Buckler,
C. Green

INVENTOR

Arthur W. Clemo.
BY
Edgar Tate & Co.
ATTORNEYS.

UNITED STATES PATENT OFFICE.

ARTHUR WILLIAM CLEMO, OF ISHPEMING, MICHIGAN.

JOINT OR COUPLING FOR RAILWAY-RAILS.

SPECIFICATION forming part of Letters Patent No. 575,149, dated January 12, 1897.

Application filed June 15, 1896. Serial No. 595,595. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR WILLIAM CLEMO, a citizen of the United States, and a resident of Ishpeming, in the county of Marquette and State of Michigan, have invented certain new and useful Improvements in Joints or Couplings for Railway-Rails, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof, in which similar numerals of reference indicate corresponding parts wherever found throughout both the views.

This invention relates to coupling devices for railway-rails, and the object thereof is to provide an improved joint or coupling for rails of this class whereby the ends of the rails may be in proper relative position and whereby the expansion and retraction thereof are provided for.

The invention is fully disclosed in the following specification, of which the accompanying drawings form a part, in which—

Figure 1 is a plan view of my improved railway joint or coupling; and Fig. 2, a section thereof on the line 2 2, showing also a part of a railway-tie.

In the drawings forming part of this specification I have shown at 5 and 6 the adjacent ends of two railway-rails and at 7 an improved joint or coupling by which the ends of the rails 5 and 6 are connected, and in the practice of my invention I form the joint or coupling by means of a separate piece, as clearly shown in Fig. 1, and the end of one of the rails is provided with an abrupt vertical and transverse shoulder, as shown at 8, which extends about one-third of the way across the same and about one-third of the way across the longitudinal head or bearing-surface thereof, and at the inner side of which is an outwardly-directed vertical shoulder or projection 9, which is angular in cross-section, and from which the end of the rail is cut away backwardly and outwardly a predetermined distance to a point at 10, at which point a longitudinal inwardly-directed vertical cavity or recess is formed, at the outer side of which is formed an abrupt vertical transverse shoulder or projection 11, similar to that at 8 on the opposite side.

The end of the coupling-piece 7 adjacent

to the rail 5 is formed so as to correspond therewith, said end being provided with a vertical notch or recess 12, into which the shoulder or projection 9 fits, and with a vertical shoulder or projection 13, which fits into the recess which is formed in the rail, and the opposite end of the coupling-piece 7 and the adjacent end of the rail 6 are similarly formed, as clearly shown in Fig. 1, said ends being shaped in a manner similar to that above described, and the arrangement being such that the ends of the rails and the ends of the coupling-piece 7 interlock, as clearly shown.

In Fig. 2 I have shown at 14 a part of a railway-tie and also a section of the rail 5 and the adjacent end of the coupling-piece 7, which shows how the rail and the coupling-piece are vertically divided, and these coupling-pieces and the ends of the rail and the coupling-piece are bolted together in the usual manner, as shown at 15.

My improved coupling for railway-rails is designed to retain the ends of the rails in proper position at all times, while also providing means for allowing for the expansion and retraction thereof, and it will also be seen that by means of this coupling a perfectly even surface is obtained at the points where the rails are coupled, and there is no jolting or jarring produced as the wheels of a car pass thereover, it being a continuous rail practically.

This device is simple in construction and operation and perfectly adapted to accomplish the result for which it is intended, and it is evident that changes in and modifications of the construction herein described may be made without departing from the spirit of my invention or sacrificing its advantages.

Having fully described my invention, I claim as new and desire to secure by Letters Patent—

The herein-described coupling for railway-rails, in combination with the adjacent ends of the rails, the ends of one of the rails having an abrupt vertical and transverse shoulder, and a vertical projection 9, triangular in cross-section, the end of said rail being cut away to a point 10, at which point a vertical cavity is formed, said cavity forming a shoulder or projection 11, and the end of the coupling-piece 7 being formed to correspond with

the formation of the rails, having a vertical notch or recess 12 to receive the shoulder 9, said coupling having also a projection 13 to enter the recess formed in the rail, the opposite side of the coupling having a similar formation, and the other rail-section being of a like construction to the aforementioned section, substantially as shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of the subscribing witnesses, this 9th day of June, 1896.

ARTHUR WILLIAM CLEMO.

Witnesses:

WILLIAM C. CLEMO,
CLEO W. CLEMO.