

(No Model.)

J. DELANEY & A. D. REAUME.
RAIL JOINT.

No. 485,862.

Patented Nov. 8, 1892.

Fig. 2.

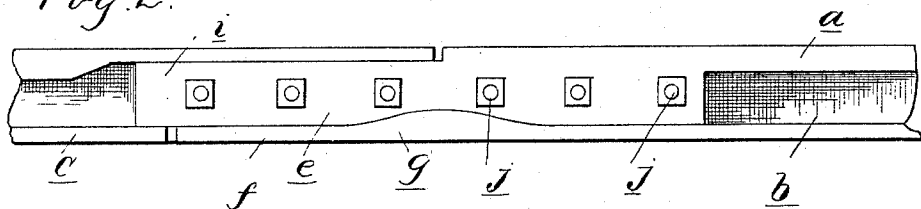


Fig. 1.

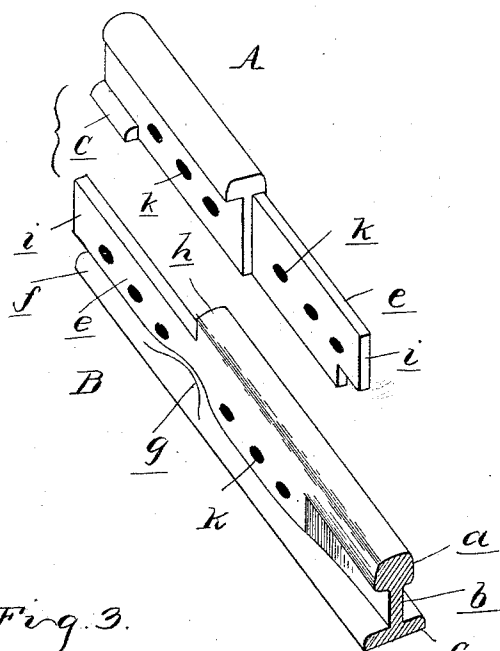
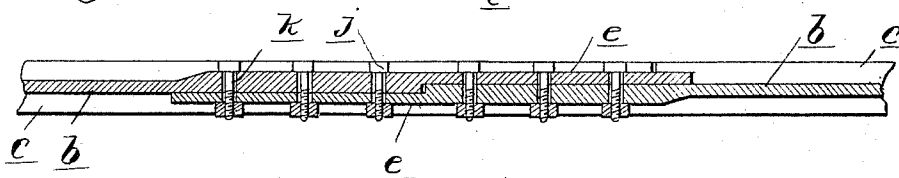


Fig. 3.



Witnesses
A. L. Skidmore
M. J. O'Connell

Inventors
Albert D. Reaume
John Delaney
By M. J. O'Connell
Attys.

UNITED STATES PATENT OFFICE.

JOHN DELANEY AND ALBERT D. REAUME, OF TRENTON, MICHIGAN.

RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 485,862, dated November 8, 1892.

Application filed March 11, 1892. Serial No. 424,529. (No model.)

To all whom it may concern:

Be it known that we, JOHN DELANEY and ALBERT D. REAUME, citizens of the United States, residing at Trenton, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to new and useful improvements in rail-joints; and the invention consists in the peculiar construction of a joint formed by overlapping side extensions at the ends of the rails, whereby a strong and simple joint is formed, adapted for all the exigencies of railroad use, all as more fully hereinafter described.

In the drawings, Figure 1 is a detached perspective view of the meeting ends of two rails embodying our invention. Fig. 2 is a side elevation of the meeting ends of two rails secured together in accordance with our invention. Fig. 3 is a horizontal central section through Fig. 2.

A and B show the ends of two ordinary railroad-rails shaped in accordance with our invention and adapted to be secured together.

a is the head of the rail, b the stem, and c the flange or foot. Upon one side of each rail we form integral with the rail an extension e , parallel with the stem b and of sufficient thickness to extend substantially in line with the outer face of the head a , this plate extending from a point some distance back of the end of the rail. Upon the lower edge of the extension is a flange or foot f , having the enlargement g below the end h of the rail-body. The flange f does not extend the en-

tire length of the extension e , but a tenon i is formed at the end thereof, adapted to engage between the head a of the rail A and the flange or foot c thereof, as plainly shown in Fig. 2, the flange c upon the rail A being cut away a length corresponding to the length of the flange f on the extension e of the opposite rail. The two parts thus constructed being brought together, as shown in Fig. 2, bolts j are passed through the apertures k , formed at proper points through the stem of the rail and through the extension e , and the two are tightly brought together.

It will be seen that at the end of the rails proper the joint will be protected by the two side extensions e and by the enlargement g and that the extensions e are prevented from any downward motion by the enlargement of the tenon i between the head and flange of the rail at both sides of the joint.

What we claim as our invention is—

1. A rail-joint formed integral with the rails and consisting of the side extension e , flange f on the extension, and enlargement g , substantially as described.

2. A rail-joint formed integral with the rail and consisting of a side extension e , a flange f , an enlargement g on the flange, and the tenon i on the end of the extension, substantially as described.

In testimony whereof we affix our signatures in presence of two witnesses.

JOHN DELANEY.
ALBERT D. REAUME.

Witnesses:

M. B. O'DOHERTY,
N. L. LINDOP.