

RAIL JOINT,

1,044,812.

Patented Nov. 19, 1912.

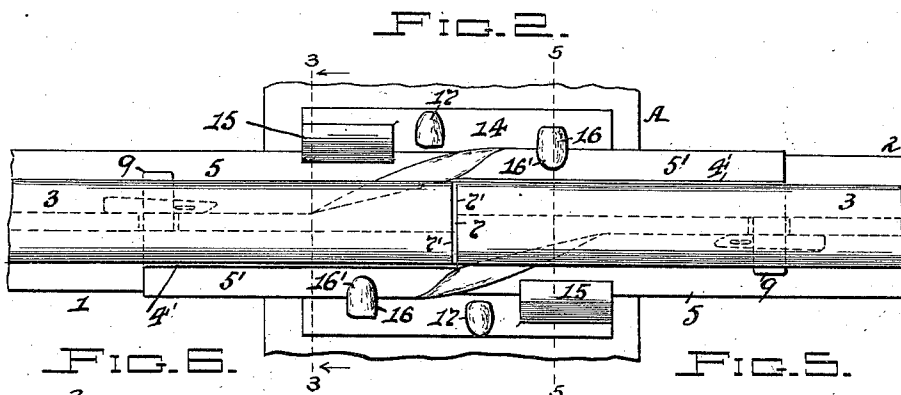
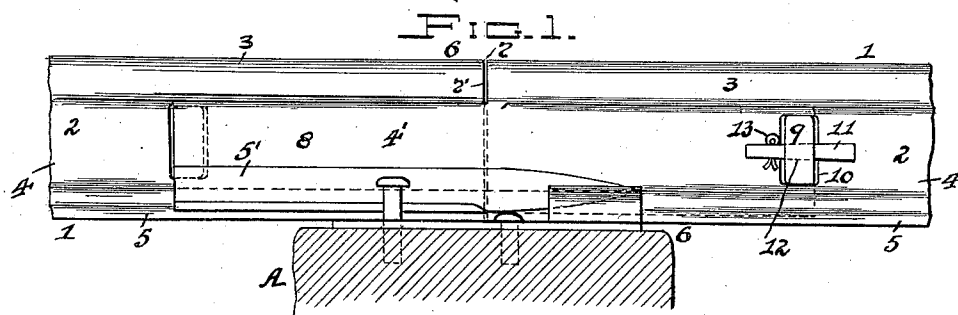


FIG. 6.

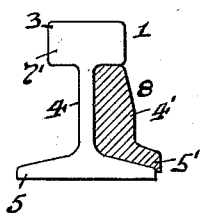


FIG. 3.

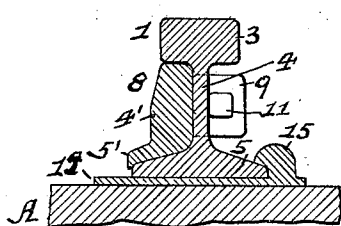


FIG. 5.

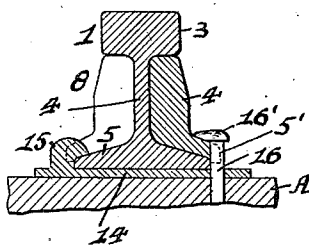
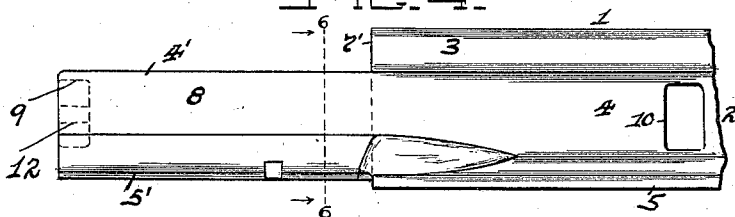


FIG. 4.



Witnesses:

T. B. Humphries.
W. C. Cooke

Inventor:

Inventor:
Silvio Pelusi.
By J. M. Cooke,
Attorney.

UNITED STATES PATENT OFFICE.

SILVIO PELUSI, OF PITTSBURGH, PENNSYLVANIA.

RAIL-JOINT.

1,044,812.

Specification of Letters Patent.

Patented Nov. 19, 1912.

Application filed March 5, 1912. Serial No. 681,842.

To all whom it may concern:

Be it known that I, SILVIO PELUSI, resident of Pittsburgh, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improvement in Rail-Joints; and I do hereby declare the following to be a full, clear, and exact description thereof.

My invention relates to rail joints, and has special reference to the joints between railroad and other rails for connecting such rails together.

The object of my invention is to make a cheap, simple and efficient rail-joint, which will be formed by the two connecting rails, and will not only be boltless but will do away with the fish or angle bars ordinarily employed in connecting the rails together, as well as such a joint which will allow for expansion and contraction of the rails, and will enable the rails to be firmly secured to the ties at such joint.

To these ends, my invention consists, generally stated, in the novel arrangement, construction and combination of parts, as hereinafter more specifically set forth and described and particularly pointed out in the claims.

To enable others skilled in the art to which my invention appertains to construct and use my improved rail-joint, I will describe the same more fully, referring to the accompanying drawings, in which—

Figure 1 is a side elevation of the end portions of two railroad rails embodying my improved rail-joint. Fig. 2 is a top plan view of the same. Fig. 3 is a cross section of one of the rails on the line 3—3 of Fig. 2 looking in the direction of the arrows. Fig. 4 is a side elevation of one of the rails. Fig. 5 is a cross section on line 5—5 of Fig. 2. Fig. 6 is a cross section on line 6—6 Fig. 4 looking in the direction of the arrows.

Like symbols of reference herein indicate like parts in each of the figures of the drawing.

As illustrated in the drawing 1 represents the two rails, which are of the usual T-form or shape in the intermediate portions 2 of the same by the head 3, web 4 and base or flange 5, while the end portions 6 of such rails are adapted to rest upon the tie A in forming the joint 7 between such rails and of the shape and form as hereinafter described. Each of the end portions 6 of the rails 1 has an extension 8 on one side of the

same and on opposite sides from each other, which is formed as part of the web 4 and flange 5 on the rails 1 and connects with said web and flange back of the meeting faces 7' of the joint 7. The meeting faces 7' of the joint 7 are formed on the head 3, web 4 and flange 5 in the end portions 6 of the rails 1, and the extensions 8 on said rails thus form the web portion 4' and flange portion 5', the web portion fitting along and against the web 4 on the adjacent rail and the sides of the same and under its head 3, and the flange portion fitting over the flange 5 on such rail. At the outer end of each of the extensions 8 is a lug 9, which is turned inward from the web portion 4' thereon and is passed through an elongated hole or slot 10 in the web 4 of the adjoining rail 1 to secure the rails 1 together. This is accomplished by means of a wedge block 11 passed through a hole 12 in the end of the lug projecting through the hole 10 and held in place by a cotter 13 passed through a hole in said block.

In securing the rails 1 to the tie A, a tie plate 14 is used between such rails and tie which is provided with an inwardly curved lip or shoulder 15 at each end of the same and on opposite sides from each other, so that after the flange 5 on one of the rails 1 is placed under one of such shoulders when the plate is at an angle to the rails, the plate can be straightened which will allow its other shoulder to fit over the flange 5 on the other rail. Spikes 16 can then be driven down through holes in the plate 14 into the tie A and their heads 16' will rest upon the flange 5' of the rails 1, which will secure such plate and rails to said tie and if desired the plate can be further secured to said tie by the spikes 17.

It will thus be seen that my improved rail joint can be formed from the usual T-rails and by a rolling operation, if desired, after which the extensions and ends for passing through the adjoining rails can be formed, by reheating as desired, and when assembled in place the parts forming the joint will be firmly and securely held in place, while each of the two rails will be firmly and securely clamped together and support one another. It will also be seen that by doing away with the usual fish bars and bolts for same there is no liability of the parts of the joint becoming loosened, which will thereby avoid separation or

spreading of the rails and thus avoid accidents from these and other causes, while at the same time no wrenches are required for the joint in any manner and there will be
5 a great saving in labor and in the maintenance of the same.

What I claim as my invention and desire to secure by Letters-Patent is—

1. A rail-joint comprising two abutting
10 T-rails, an extension on each of said rails projecting beyond the meeting ends of the same and forming part of the web and flange of such rails, the extension on one rail being adapted to fit along the web and
15 flange of the opposite rail and on opposite sides from each other, and integral means on said extensions passing through holes for securing said rails together.

2. A rail-joint comprising two abutting
20 T-rails, an extension on each of said rails projecting beyond the meeting ends of the same and forming part of the web and flange of such rails, the extension on each rail being adapted to fit along the web and

flange of the opposite rail and on opposite
25 sides from each other, and lugs on said extensions passing through holes in the rail webs for securing said rails to said extensions.

3. A rail-joint comprising two abutting
30 T-rails, an extension on each of said rails projecting beyond the meeting ends of the same and forming part of the web and flange of such rails, the extension on each rail being adapted to fit along the web and
35 flange of the opposite rail and on opposite sides from each other, lugs on said extensions passing through holes in said rail webs, and wedge blocks passing through
40 holes in said lugs and engaging with said lugs and rail webs to secure said rails to said extensions.

In testimony whereof, I the said SILVIO
PELUSI, have hereunto set my hand.

SILVIO PELUSI.

Witnesses:

T. B. HUMPHRIES,
J. N. COOKE.

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