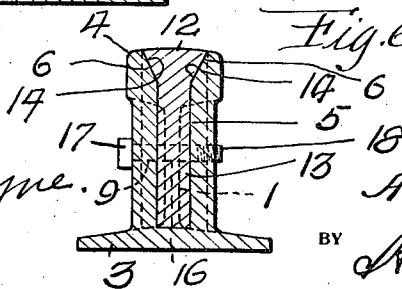
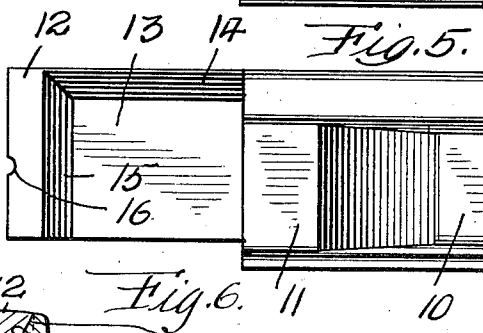
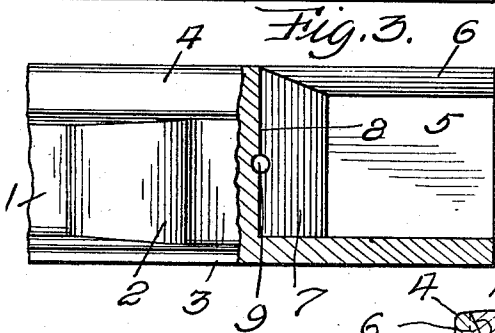
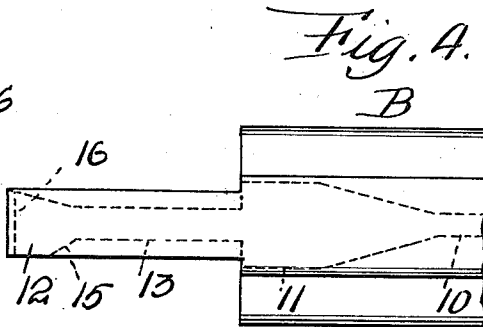
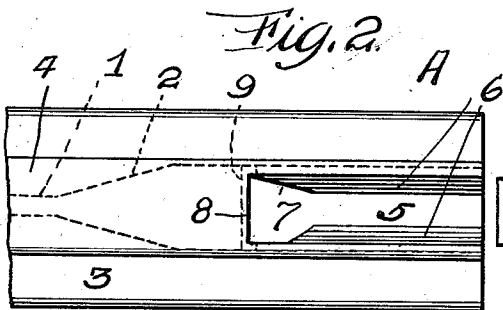
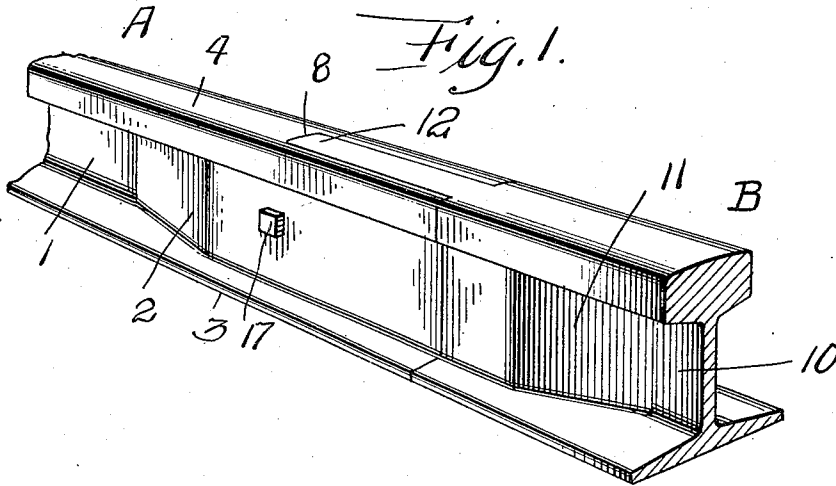


A. B. TAYLOR.
RAIL JOINT.
APPLICATION FILED DEC. 4, 1911.

1,023,690.

Patented Apr. 16, 1912.



WITNESSES
Samuel Payne.
Ralph C. Evert.

INVENTOR
A. B. Taylor.
BY *A. C. Evert & Co.*
ATTORNEYS

UNITED STATES PATENT OFFICE.

ALTON B. TAYLOR, OF WASHINGTON, PENNSYLVANIA, ASSIGNOR OF ONE-HALF TO
AUGUST P. GEISER, OF WASHINGTON, PENNSYLVANIA.

RAIL-JOINT.

1,023,690.

Specification of Letters Patent.

Patented Apr. 16, 1912.

Application filed December 4, 1911. Serial No. 663,669.

To all whom it may concern:

Be it known that I, ALTON B. TAYLOR, a citizen of the United States of America, residing at Washington, in the county of Washington and State of Pennsylvania, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to rail joints, and the objects of my invention are, first, to obviate the necessity of using detachable splice bars, bolts, and nuts for connecting the confronting ends of two rails; second, to provide a rail joint that prevents lateral and vertical displacements of the adjoining ends of the two rails; third, to provide a rail joint that can be easily and quickly installed to form a continuous tread for rolling stock, thereby eliminating the jarring and bumping experienced by rolling stock passing over a joint, and fourth, to provide a rail joint that is durable and highly efficient for the purposes for which it is intended.

I attain the above objects by a mechanical construction that will be hereinafter specifically described and then claimed, and reference will now be had to the drawing, wherein like numerals denote corresponding parts throughout the several views, in which—

Figure 1 is a perspective view of the rail joint. Fig. 2 is a plan of one end of the socket rail. Fig. 3 is a side elevation of the same partly broken away and partly in section. Fig. 4 is a plan of one end of the tongue rail. Fig. 5 is a side elevation of the same, and Fig. 6 is a cross-sectional view of the rail joint.

The socket rail is designated A and this rail has the web 1 thereof enlarged, as at 2, said enlargement connecting the base flanges 3 and the head 4 of the rail. The head 4 and the enlargement 2 are provided with an open socket, said socket having the walls 5 thereof beveled, as at 6 and 7, the beveled portions 6 being longitudinally disposed, and the beveled portions 7 vertically disposed. The vertical beveled portions 7 of the walls 5 provide a socket that has the inner end thereof enlarged, as best shown in Fig. 2. The inner wall 8 of the socket is intersected by a transverse opening 9 and one end of this opening has the walls thereof screw-threaded.

The tongue rail is designated B and the web 10 of the said rail is enlarged, as at 11, and provided with a tongue 12. The tongue 12 has the side walls thereof cut away, as at 13, to provide longitudinally beveled portions, as at 14, and vertical beveled portions 15, the inclination of the beveled portions 14 and 15 corresponding respectively to the beveled portions 6 and 7 of the socket rail A. The end of the tongue 12 has a transverse groove 16 and this groove is adapted to register with the transverse opening 9 of the rail A, when the tongue rail B is placed in engagement with said rail.

To place the rails together, the tongue rail B is elevated and the tongue 12 lowered into the socket of the rail A. The heads of the rail longitudinally aline, and the tongue 12 forms part of the tread of the heads of said rails. To hold the rails A and B together, a screw-bolt 17 is employed. This bolt has a threaded end that is screwed into the threaded end of the transverse opening 9, thereby locking the two rails together, preventing vertical displacement of the rail B relatively to the rail A, while the shape of the tongue 12 prevents longitudinal displacements of said rails with respect to each other. The webs 1 and 10 of the rails A and B respectively are enlarged in order that the socket can be formed in the rail A and the tongue 12 formed in connection with the rail B.

From the foregoing, it will be observed that I have designed a rail joint comprising interlocking rails that provide a continuous tread for rolling stock, thereby preventing the breaking down of the adjoining ends of the rail, consequently reducing the expense of track maintenance.

While in the drawing there is illustrated a preferred embodiment of the invention, it is to be understood that the structural elements are susceptible of such variations as fall within the scope of the appended claim.

What I claim is:

A rail joint comprising a socket rail, a tongue rail adapted to be connected to said socket rail, said socket rail having the web thereof provided with an enlargement connecting the head and base flanges of said rail, said socket having the walls thereof provided with longitudinal beveled portions and vertical beveled portions, whereby the inner end of the socket is larger than the

remaining portions of said socket, said socket
having the inner wall thereof intersected by
a transverse opening with the walls of said
opening screw-threaded at one end, said
5 tongue rail having the web thereof provided
with an enlargement and a tongue, said
tongue having the side walls thereof cut
away to provide longitudinal and vertical
beveled portions corresponding to the longi-
10 tudinal and vertical beveled portions of said
socket rail, whereby said tongue can be fitted
in the socket of the first mentioned rail, said
tongue having the end thereof provided

with a transverse groove adapted to register
with the transverse opening of said socket 15
rail, and a screw bolt screwed into said trans-
verse opening to protect vertical displace-
ment of said tongue rail relatively to said
socket rail.

In testimony whereof I affix my signa- 20
ture in the presence of two witnesses.

ALTON B. TAYLOR.

Witnesses:

CHAS. R. MCWREATH,
G. L. HEADLEY.

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