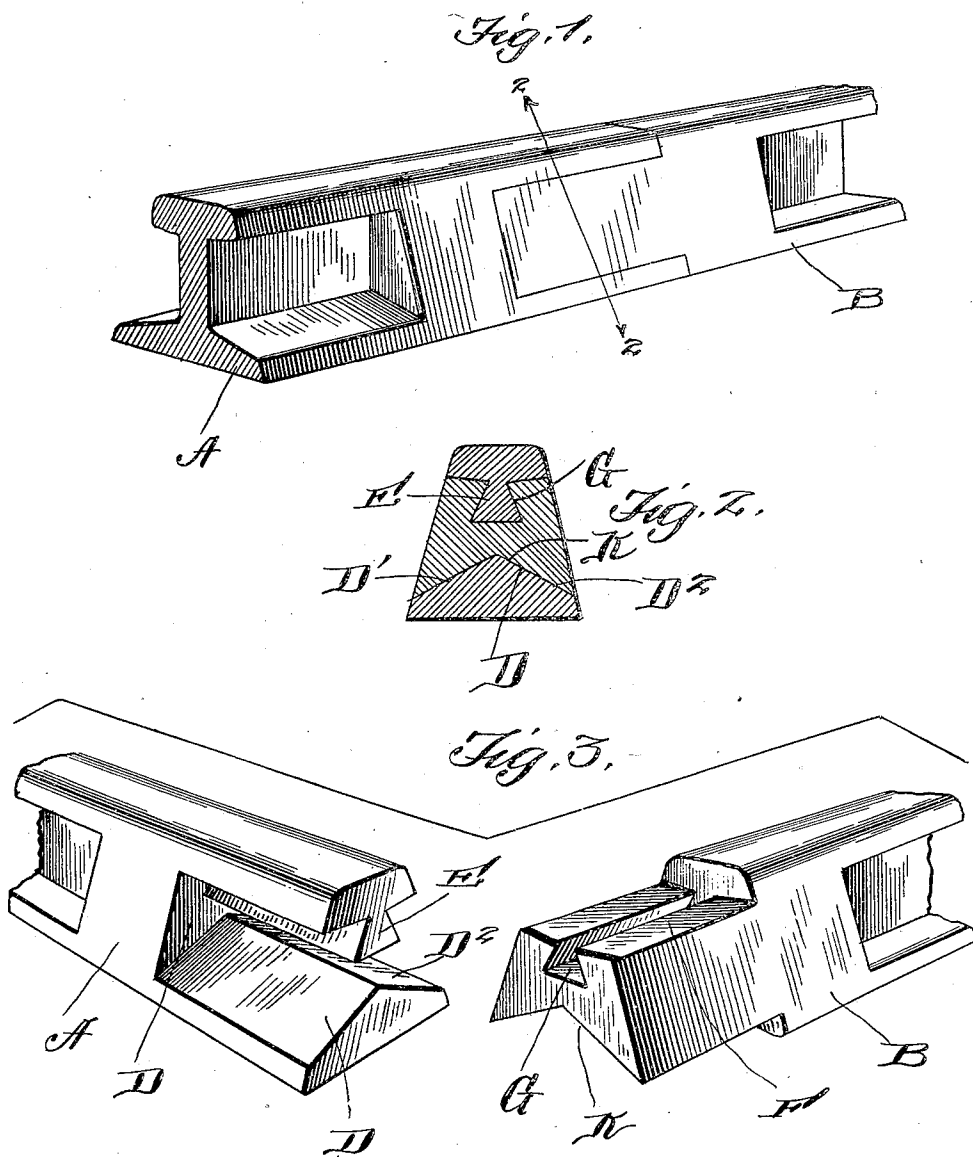


R. HARRISON.
RAIL JOINT.
APPLICATION FILED DEC. 10, 1908.

921,245.

Patented May 11, 1909.



Witnesses

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ROSS HARRISON, OF RINGGOLD, LOUISIANA.

RAIL-JOINT.

No. 921,245.

Specification of Letters Patent.

Patented May 11, 1909.

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To all whom it may concern:

Be it known that I, ROSS HARRISON, a citizen of the United States, residing at Ringgold, Bienville parish, and State of Louisiana, have invented certain new and useful Improvements in Rail-Joints; and I do hereby declare the following to be a full, clear and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in rail joints and comprises various details of construction, combinations and arrangements of parts which will be hereinafter fully described and then specifically defined in the appended claims.

I illustrate my invention in the accompanying drawings, in which:—

Figure 1 is a perspective view showing the ends of two rails joined together in accordance with the mechanism of my invention. Fig. 2 is a cross sectional view through the joint on line 2—2 of Fig. 1, and Fig. 3 is a detail view in perspective showing the parts disconnected.

Reference now being had to the details of the drawings by letter, A and B designate two rails, the former of which is provided with a recess D and the bottom of which has inclined walls D' and D² with a central longitudinal ridge intermediate the same. Depending from the top of said recess D is an integral tongue E which is triangular in cross section. The rail B has a contracted end flattened as at F, and G designates a channel or groove which is triangular in cross section to conform to the tongue E which is adapted to fit therein, while the under faces of the portions on either side of the tongue are adapted to rest against the flat portion F of the rail B. The under surface of the contracted part of the rail B is recessed away, as at K, the top of the recess having the two inclined faces adapted to conform to and contact with the two inclined faces D' and D² of the rail A when the two rails are connected together in the manner shown in Figs. 1 and 2.

In applying the rails together, they are placed in alinement with each other and each moved toward the other, the contracted end of the rail B being made to telescope within

the recess of the rail A, thus bringing the tread surfaces together in the manner shown in Fig. 1 so they will be flush with each other, while the sides and bottom of the rail will also be flush as will be readily understood.

It will thus be seen that, by the provision of a rail joint made as shown and described, the connected ends of the rails will be securely held against vertical or lateral movements and the tread surfaces held flush.

What I claim to be new is:—

1. A rail joint comprising rails, one of which has a recess in the end thereof with a depending tongue upon the upper wall thereof, said tongue being angular in cross section, the bottom of the recess having inclined walls, the other rail having a contracted end, the upper and lower surfaces of which conform to the shape of said recess and tongue, the two rails adapted to telescope together, as set forth.

2. A rail joint comprising rails, one of which has a recess in the end thereof with a depending tongue upon the upper wall thereof, said tongue being angular in cross section, the bottom of the recess having inclined walls, the other rail having a contracted end, the upper surface of which is provided with a channel, angular in cross section, and conforming to the shape of the tongue which it is adapted to receive when the rails are fastened together, as set forth.

3. A rail joint comprising rails, one of which has a recess in the end thereof with a depending tongue upon the upper wall thereof, said tongue being angular in cross section, the bottom of the recess having inclined walls, the other rail having a contracted end, the upper surface of which is provided with a channel, angular in cross section, and conforming to the shape of the tongue which it is adapted to receive when the rails are fastened together, the under surface of said contracted end having inclined surfaces conforming to the inclination of the inclined surfaces of the bottom of the recess in the other rail, as set forth.

4. A rail joint comprising rails, one of which has a recess in the end thereof with a depending tongue upon the upper wall thereof, said tongue being angular in cross section, the bottom of the recess having inclined walls, the other rail having a contracted end, the upper surface of which is provided with a channel, angular in cross section and con-

forming to the shape of the tongue which it is adapted to receive when the rails are fastened together, the under surface of said contracted end having inclined surfaces conforming to the inclination of the inclined surfaces of the bottom of the recess in the other rail, and the sides of said contracted portion being inclined and conforming to the inclina-

tion of the opposite sides of the other rail, as set forth.

10

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

ROSS HARRISON.

Witnesses:

T. B. PAGE,

R. I. CORBY.