

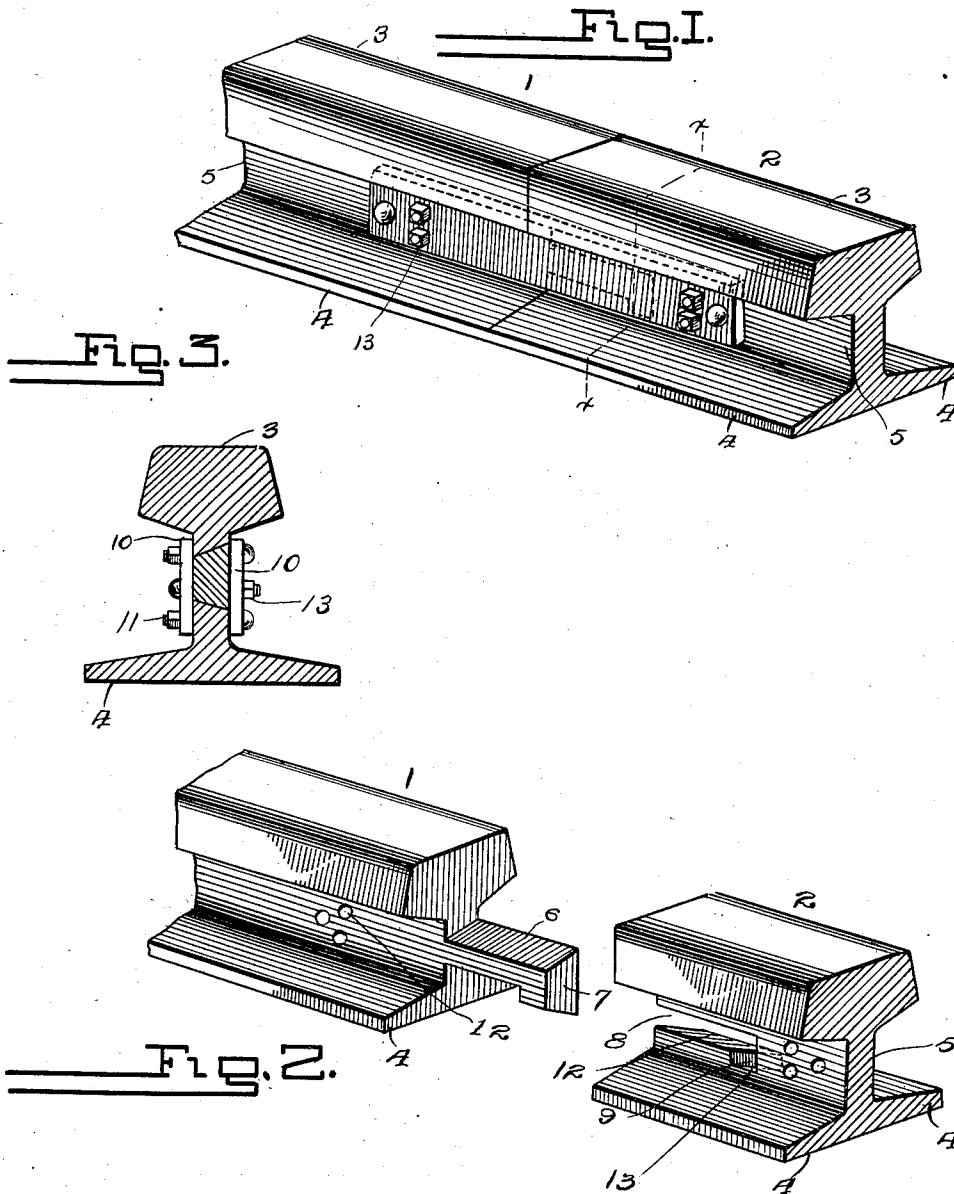
P. M. KOTLARICH.

RAIL JOINT.

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1,002,159.

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UNITED STATES PATENT OFFICE.

PETE M. KOTLARICH, OF TEXAS CITY, TEXAS.

RAIL-JOINT.

1,002,159.

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To all whom it may concern:

Be it known that I, PETE M. KOTLARICH, a citizen of the United States, residing at Texas City, in the county of Galveston and State of Texas, 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 railway rail joints and has special reference to that class of rail joints in which the abutting ends of a pair of rails are cut away so as to form a locked joint and hold the ends of the rails together against longitudinal pull or thrust.

The invention has for its object to provide an improved rail joint of this kind which will be simple in construction and may be readily assembled in place or released.

The invention further has for its object to provide an interlocking rail joint so constructed and arranged that only one of a pair of abutting rails is cut away and a small amount as possible of metal thereby removed from the abutting ends of a pair of rails.

Referring to the accompanying drawings:—Figure 1 is a view in perspective of the abutting ends of a pair of railway rails formed with a locked joint in accordance with this invention and secured together. Fig. 2 is a detail view of the abutting ends of a pair of rails formed with a locked joint constructed in accordance with this invention and shown as separated. Fig. 3 is a view in cross section taken on the line X—X of Fig. 1.

In the accompanying drawings 1 and 2 indicate the abutting ends of a pair of rails each having a head 3, flanges 4 and a web 5. The end of the rail 1 is formed with a hook shaped projection extending from the web of the rail between the head and the flanges and formed with the horizontal projecting portion 6 and the depending end 7. The web of the rail 2 is cut away at one end to form a longitudinal slot 8 equal in size to the projection 6 and having at its inner end a transverse slot 9 conforming to the lower end of the depending end 7 of the projection 6, so that when the abutting ends of the rails 1 and 2 are brought together the

projection 6 will extend through the slot 8 and the lower end of the depending portion 7 will be seated in the slot 9. The hook shaped projection is moved into and out of the slot at the end of the abutting rail by moving said rail laterally. The top and bottom of the projection 6 and the lower end of the depending portion 7 are inclined in opposite directions as more particularly shown at the end of the projection 6 in Fig. 2. By means of this construction the projection 6 is wedged into the slot in the web of the abutting rail and is firmly seated therein. When the abutting ends of the rails, so constructed, are connected together the parts may be further secured in place, so as to prevent the interlocking parts from separating by means of fish plates on both sides of the webs of the rails as shown in Fig. 3 or by means of a fish plate only on one side. As shown after the lock joint has been placed in position it is held in place by means of a pair of fish plates 10 bolted to the webs of the abutting rails by means of bolts 11 extending through the bolt holes 12 and secured by nuts 13. In lieu of having two fish plates the one on the broader side of the projection 6 may be dispensed with, the fish plate on the opposite side serving to hold the ends of the rails together and prevent the projection 6 from moving laterally out of the slot 8.

Having described the invention, I claim:—

A rail joint consisting of a rail having a hook shaped projection extending from its web at one end and having its upper and lower surface inclined to form a wedge shape and an abutting rail having its web formed with a slot open at its outer end and with a depending slot at its inner end, said slots having their upper and lower surfaces inclined in opposite directions to conform to the inclined surfaces of the projection on the other rail and adapted to receive and interlock with said projection.

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

PETE M. KOTLARICH.

Witnesses:

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