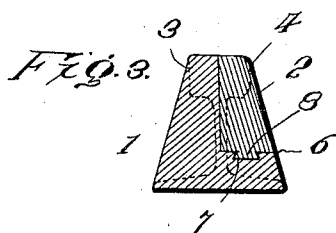
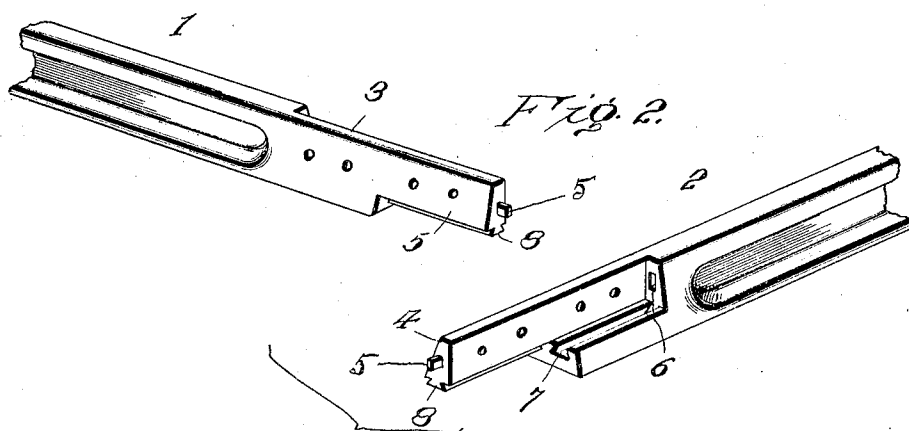
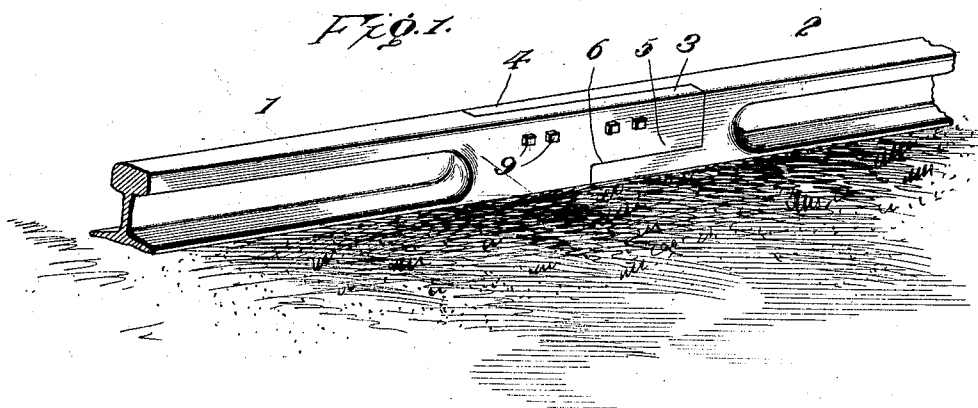


No. 827,476.

PATENTED JULY 31, 1906.

J. M. TADLOCK.
RAIL JOINT.

APPLICATION FILED OCT. 8, 1905.



Witnesses

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JAMES M. TADLOCK, OF EL RENO, OKLAHOMA TERRITORY.

RAIL-JOINT.

No. 827,476.

Specification of Letters Patent.

Patented July 31, 1906.

Application filed October 6, 1905. Serial No. 281,577.

To all whom it may concern:

Be it known that I, JAMES M. TADLOCK, a citizen of the United States, residing at El Reno, in the county of Canadian, Oklahoma Territory, have invented a new and useful Rail-Joint; 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.

The invention relates to improvements in rail-joints, and has for its object to provide a simple, inexpensive, and durable device of this character which will present a smooth upper tread to the car-wheel passing over the same and which will thereby avoid the jar and noise which are caused by the rapid passing of a train over the rail-joint of the ordinary construction.

A further object is to provide simple and effective means for holding the rail-joint in condition for use should the bolts be accidentally broken or stolen.

With these and other objects in view the invention consists in the novel construction and arrangement of parts hereinafter described and shown, and particularly pointed out in the claims hereto appended.

In the drawings forming part of this specification, and in which like numerals of reference designate corresponding parts, Figure 1 is a perspective view of a rail-joint constructed in accordance with this invention. Fig. 2 is a perspective view of the rails apart. Fig. 3 is a transverse sectional view of the joint.

Similar numerals of reference are employed to designate corresponding parts throughout the several figures of the drawings.

The rails 1 and 2 to be united are of the usual contour in cross-section for the greater portion of their lengths; but the cross-sectional area of each is increased toward the ends, as will be apparent on reference to Figs. 1 and 3.

The ends of the rail-sections 1 and 2 are provided, respectively, with projecting tongues 3 and 4 of a width equal approximately to one-half of each rail, and these tongues overlap, the tongue of each extending into a recess formed in the other, so that a continuous interwoven tread is formed. At the extended end

of each tongue is a projecting lug 5, that fits within a mating recess 6 and serves to prevent spreading of the rail-joint sections.

The vertical height of the tongues 3 and 4 is considerably less than the height of the rail, (in practice about two-thirds is sufficient,) and the ends of the rail-sections, beyond which the tongues project, abut at a point about midway between the abutting portions of the tongues and end walls of the recesses into which said tongues extend, so that in the joint there are three breaks, disposed in staggered order—one at the foot of the rail, one on the inside, and the last on the outside of the rail—so that movement in any direction except longitudinally of the rail is prevented.

In order to more firmly hold the rails together, the base of the recessed portion of each rail is provided with a dovetailed groove 7, which receives a corresponding-shaped rib 8 on the base of the tongue of the opposite member.

The tongues are provided with openings for the passage of securing-bolts, the openings being preferably elongated to permit expansion and contraction due to variations in temperature.

What I claim is—

1. In a rail-joint, rail-sections, each having abutting base portions, each rail having a projecting tongue, and being provided with a recess for the reception of the tongue of the adjacent rail, the end of each tongue having a projecting integral lug and the end wall, of the tongue-receiving recess, being adapted to receive said lug.

2. In a rail-joint, rail-sections, having abutting base portions and each provided with a projecting tongue and having a recess to receive the tongue of the adjacent rail, the base of each recess having a dovetailed longitudinal groove, and each tongue having a dovetailed longitudinal rib fitting within said groove.

In testimony whereof I have hereto affixed my signature in the presence of two witnesses.

JAMES M. TADLOCK.

Witnesses:

VIOLA TADLOCK,
JOHN J. CARNEY.