C. R. KECK.

RAIL JOINT.

APPLICATION FILED SEPT. 20, 1911.

1,028,027. Patented May 28, 1912.

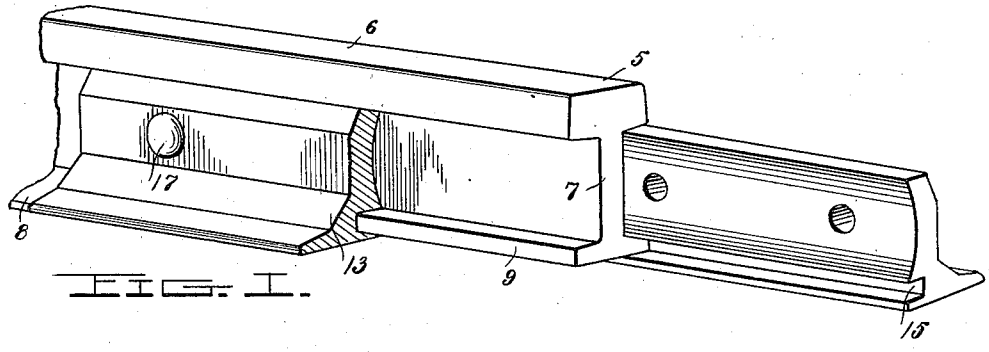

FIG. 1.

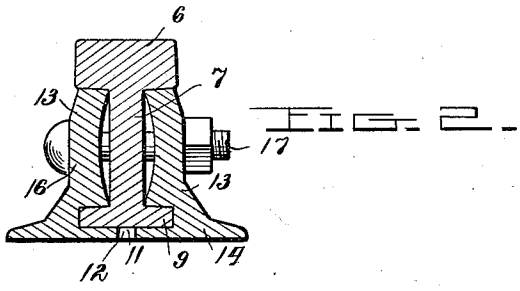

FIG. 2.

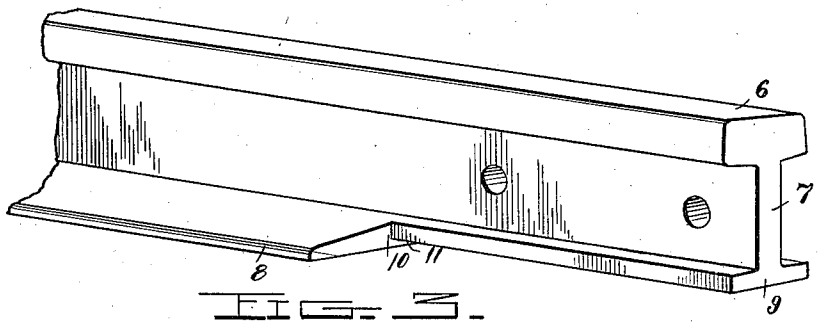

FIG. 3.

Witnesses

Carroll Bailey.

George Tate.

Inventor

C. R. Keck.

By Chandlee & Chandlee

Attorney

UNITED STATES PATENT OFFICE.

CHARLES R. KECK, OF SPRINGFIELD, ILLINOIS.

RAIL-JOINT.

1,028,027. Specification of Letters Patent. Patented May 28, 1912.

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To all whom it may concern:

Be it known that I, CHARLES R. KECK, a citizen of the United States, residing at Springfield, in the county of Sangamon, State of Illinois, 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.

This invention relates to an improvement in rail joints, and has for its principal object to reduce the width of the base of adjacent ends of rails and to associate fish-plates therewith, so that the said plates are caused to be more firmly secured to the rail in a manner to prevent the ends of the rails abutting and consequently buckling during warm weather.

A further object of the invention is to provide a rail joint for the purpose described, which is extremely simple in construction, and is cheap to manufacture.

With these and other objects in view, the invention consists in the construction and novel combination of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended; it being understood that various changes in the form, proportion, size and minor details of construction within the scope of the claim, may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawing: Figure 1 is a detail perspective view, partly in section, showing the meeting end of one rail equipped with its fish-plates, Fig. 2 is a cross sectional view through the same, and Fig. 3 is a detail perspective view of one of the meeting ends of one of the rails.

Like reference numerals designate corresponding parts in all the figures of the drawing.

Referring to the drawing, 5—5 designates adjacent rail sections each including the usual tread 6, web 7 and base 8. The end portions of the base 8 of each rail are reduced, as indicated by the reference numerals 9—9, to form consequent rectangular shoulders 10—10.

The underside of each reduced base portion is recessed as indicated by 11 forming a consequent transverse shoulder 12, which is disposed in alinement with the shoulders 10.

In order to secure the adjacent sections together, I have provided a pair of opposed fish-plates 13—13. Each fish-plate includes a base portion 14 which projects under the reduced bases of the adjacent rails, and has its ends normally disposed in spaced relation to the shoulders 10 and 12. Formed in each fish plate is a longitudinal groove 15 adapted to receive the respective reduced base portion of the respective rail. Each fish plate also includes a body portion 16 which is formed with the usual bolt-receiving openings which register with similar openings formed in the web 7 of the rails. The usual bolts 17 are disposed within said alined openings for securing the fish-plates to the rails.

What is claimed is:

In a rail joint, the combination with a pair of adjacent rail sections, each section including a base, the adjacent ends of the bases of the sections being reduced to form consequent rectangular shoulders, the underside of the end of each base being recessed to form a consequent transverse shoulder, and fish-plates disposed on opposite sides of the sections between the shoulders thus formed and respectively having inwardly extending portions disposed within the recesses and between the transverse shoulders of said bases.

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

CHARLES R. KECK.

Witnesses:
J. E. MCCANN,
JAMES R. ORR.