

J. LOCKHART.  
Rail Joint.

No. 229,538.

Patented July 6, 1880.

FIG. 1.

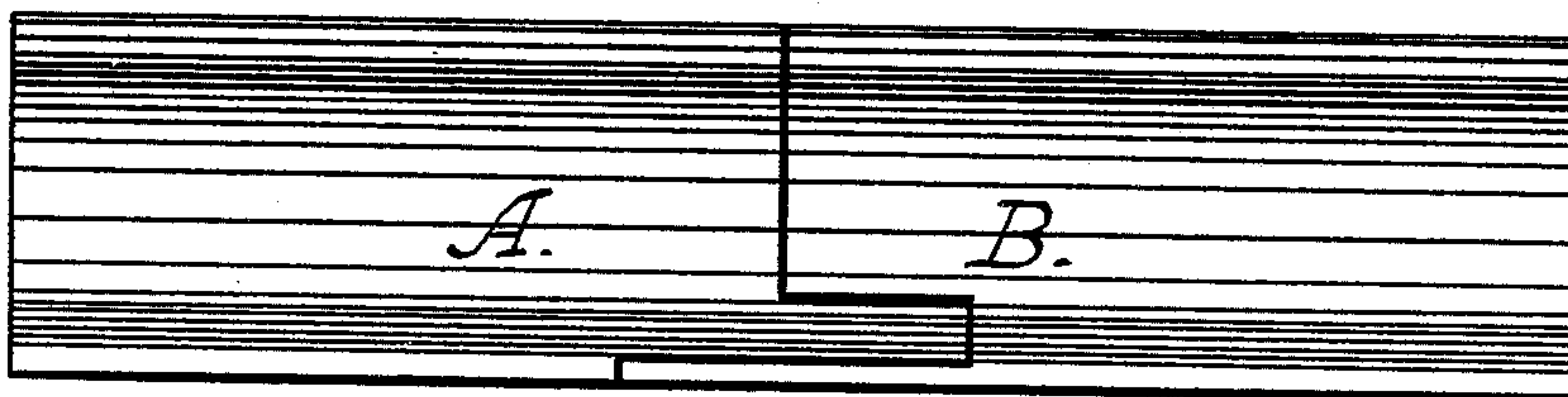
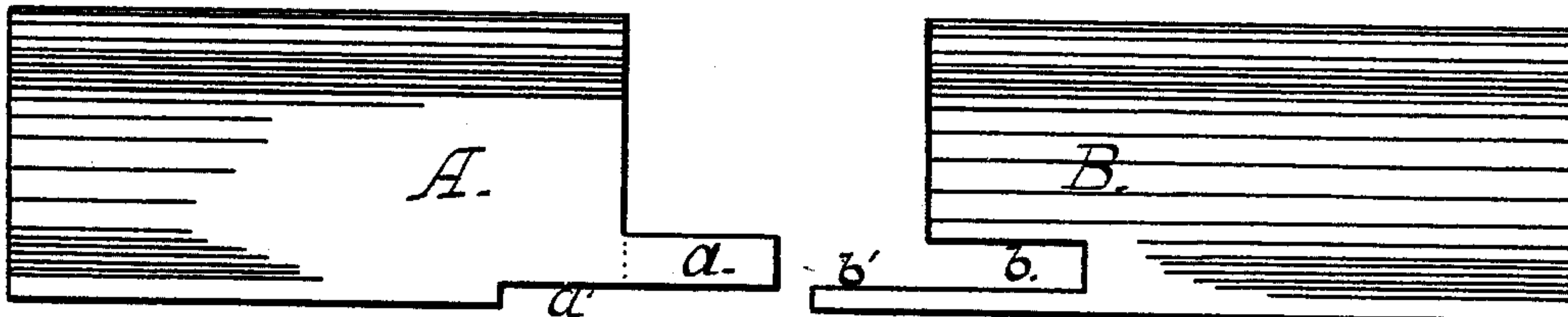


FIG. 2.



WITNESSES

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# UNITED STATES PATENT OFFICE.

JESSE LOCKHART, OF NIANTIC, ILLINOIS.

## RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 229,538, dated July 6, 1880.

Application filed January 31, 1880.

*To all whom it may concern:*

Be it known that I, JESSE LOCKHART, of the town of Niantic, county of Macon, and State of Illinois, have invented certain new and useful Improvements in Joints for Railway-Rails, of which the following is a full, clear, and exact description.

The object of my invention is to so construct a railway-joint as to form a continuous rail without the use of fish-bars or bolts.

My invention consists in a peculiar form of slip-tenon, constructed on the ends of the rails in a manner to be hereinafter accurately and fully described.

In the drawings accompanying and forming a part of this specification, Figure 1 represents my joint connected, and Fig. 2 represents the same disconnected.

The part A is provided with projection *a*, and B is provided with projection *b'*, all constructed and arranged to join together, as shown in Fig. 1.

In laying my rail the ends are joined together, as in Fig. 1, and secured by ordinary spikes on each side to prevent lateral displacement.

This joint, by preventing the usual depression of the ends of the rails by the car-wheels, materially lessens the wear.

This joint is so formed that the projection *b* on the rail B extends into the depression or recess *a'* on the under side of the rail A considerably past the recess or depression on the top of said rail A. The projection *a* on rail A extends as far into the mortise or recess *b* in the rail B as it, A, is recessed on the lower

side past the recess on the upper side. This formation entirely equalizes the strain on the joint, as there is no particular vertical line which can be said to constitute the ends of the rails. The joint is intended to be placed directly over a tie, and the projection *b* will be spiked its full length.

A car-wheel coming first over the rail A would bring the strain and weight upon the projection *b'*, instead of upon the tenon *a* entirely. This will prevent the tenon or projection *a* from being broken off.

I am aware that rails have been made with the ordinary recess and projection on each rail and bolted or pinned together, also with a closed mortise and tenon, and also with the common mortise and tenon extending entirely through the rail, and I lay no claim to such, for they constitute no part of my invention; but

What I do claim is—

The herein-described improvement in railway-rail joints, consisting of the combination of the rails A and B, the former having the projection *a* and an upper and lower recess, the lower, *a'*, extending farther back than the upper, and the latter, B, having the recess *b* to receive the projection *a*, and the projection *b'* lengthened to fill the correspondingly extended recess *a'*, arranged as described, and for the purpose set forth.

JESSE LOCKHART.

Witnesses:

ALBERT G. WEBBER,  
J. A. BROWN.