

(No Model.)

W. PETELER.

RAIL JOINT.

No. 262,827.

Patented Aug. 15, 1882.

Fig. 1.

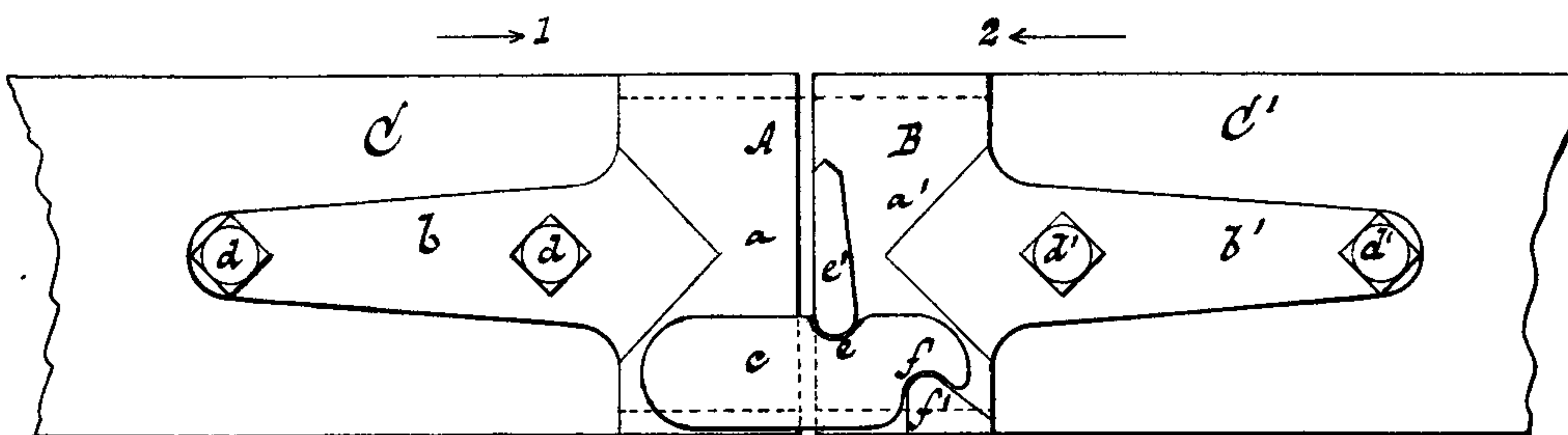


Fig. 2.

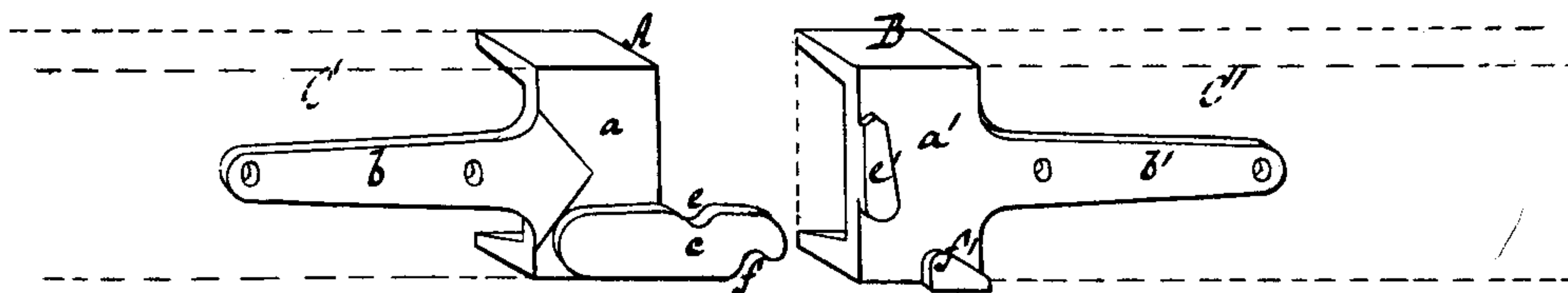


Fig. 3.

WITNESSES:  
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# UNITED STATES PATENT OFFICE.

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## RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 262,827, dated August 15, 1882.

Application filed June 7, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM PETELER, a citizen of the United States, residing at New Dorp, in the county of Richmond and State of New York, have invented new and useful Improvements in Rail-Joints, of which the following is a specification.

This invention relates to a rail-joint especially designed for joining rails of that class which are described in the patent granted to J. N. Peteler, No. 57,826, dated September 4, 1866, and which consists of joists or timbers about twelve feet long and two and one-half by two and one-half inches in cross-section.

In the accompanying drawings, Figure 1 represents a side view of the ends of two rails united by my joint; Figs. 2 and 3, perspective views of the two sections composing the joint.

Similar letters indicate corresponding parts.

In the drawings, the letter A designates the section of my joint which is to interlock with the other section, B. The former section consists of a U-shaped casting or box, *a*, from one end of which projects an arm, *b*, while from its opposite end projects an arm, *c*. The box *a* is intended to be let into the end of a rail, C, and in the arm *b* are holes for the reception of screw-bolts *d*, which serve to fasten the section A to the rail C. The arm *c* is provided with a recess, *e*, in its upper edge, and with a recess, *f*, in its lower edge, and the inner surface of this arm is in the same plane with the outer surface of the box *a*. The section B consists of a box, *a'*, similar to the box *a*, and of an arm, *b'*, with one or more bolt-holes to receive screw-bolts *d'* for securing said section to the end of the rail C'. On the outer surface of the box *a'* are secured two lugs, *e' f'*, which are intended to engage with the recesses *e f*, respectively, in the arm *c* of the section A.

When the ends of the two rails C C', to which the sections A B are secured, are brought close together and slightly raised, the arm *c* of the section A can be placed between the lugs *e' f'*, and by dropping the ends of the rails upon the ground the lug *e'* engages with the recess *e* and the lug *f'* with the recess *f*, as shown in Fig. 1, and thereby the rails are firmly united. If a car or train of cars is propelled on the rails in the direction of arrow 1, the arm *c* of the section A is depressed, so as to engage firmly with the lug *f'*, and if a car or train of cars is propelled in the direction of arrow 2, Fig. 1, the lug *e'* is firmly depressed in the recess *e*, and the rails are not liable to become separated spontaneously; but if it is desired to separate the rails it is only necessary to raise their ends slightly from the ground, and the arm *c* of the section A becomes disengaged from the lugs *e' f'*, so that the separation of the rails can be effected without difficulty.

It is needless to remark that the sections of my rail-joint can be readily made in any desired shape or size to correspond to the shape and size of the rails to be joined.

What I claim as new, and desire to secure by Letters Patent, is—

A rail-joint composed of a section, A, formed of a box, *a*, an attaching-arm, *b*, and a locking-arm, *c*, and of a section, B, composed of a box, *a'*, an attaching-arm, *b'*, and locking-lugs *e' f'*, substantially as shown and described.

In testimony whereof I have hereunto set my hand and seal in the presence of two subscribing witnesses.

WILLIAM PETELER. [L. S.]

Witnesses:

W. HAUFF,

CHAS. WAHLERS.