(No Model.)

J. H. ROUSE.

RAIL JOINT.

No. 484,341. Patented Oct. 11, 1892.

Fig. 1.

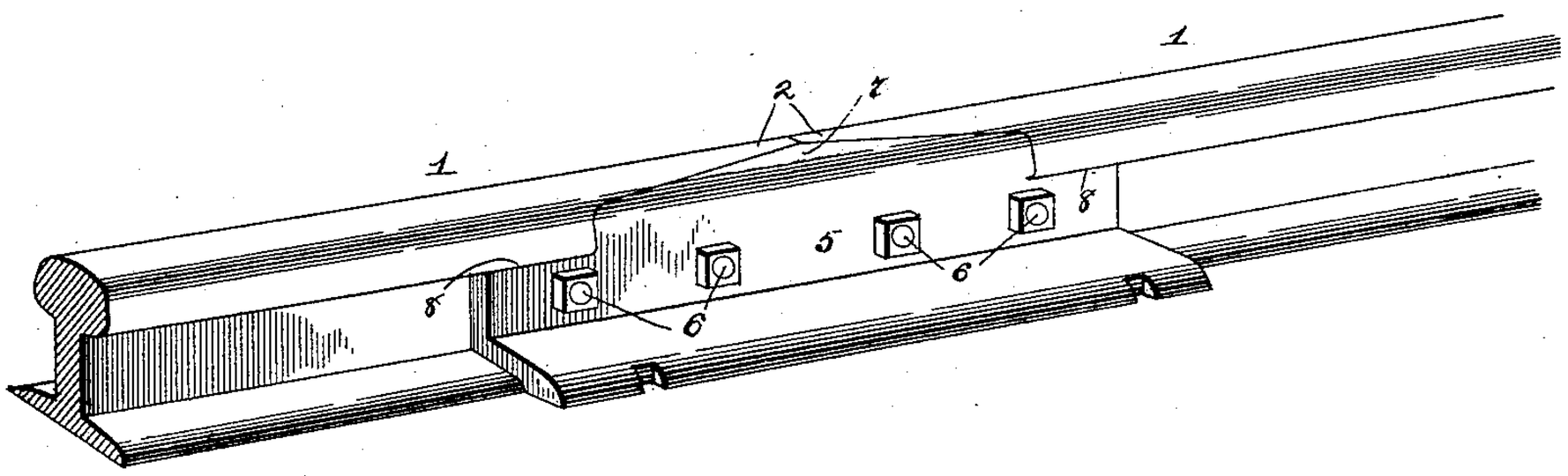


Fig. 2.

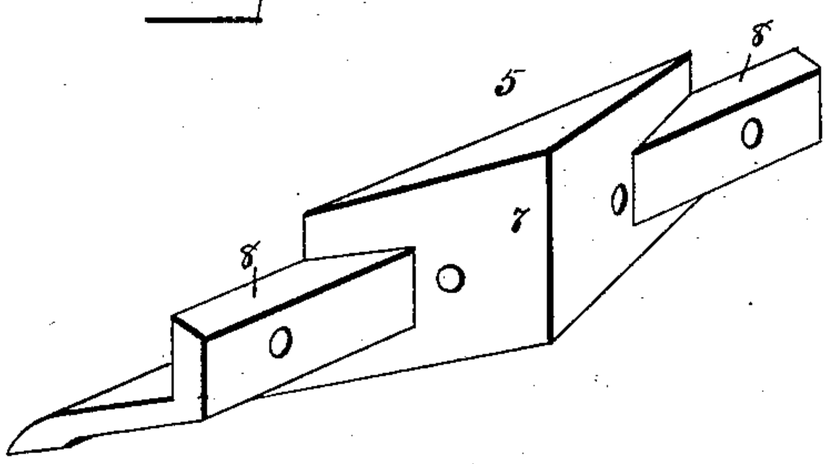


Fig. 3.

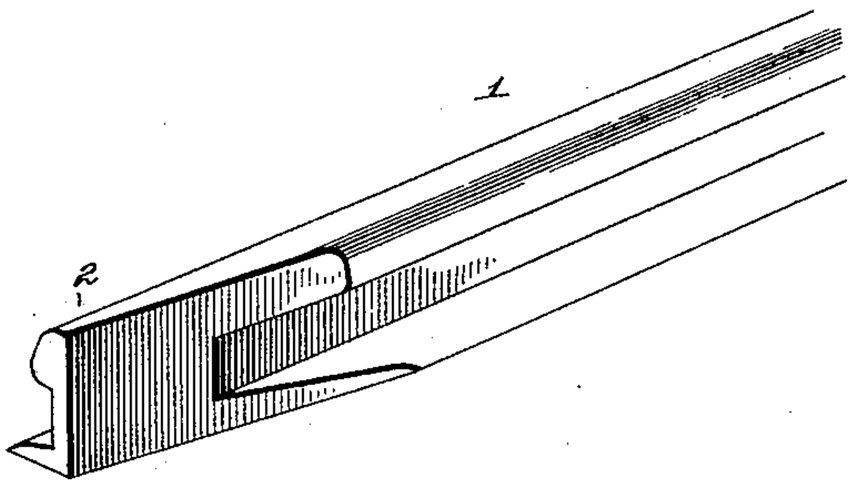
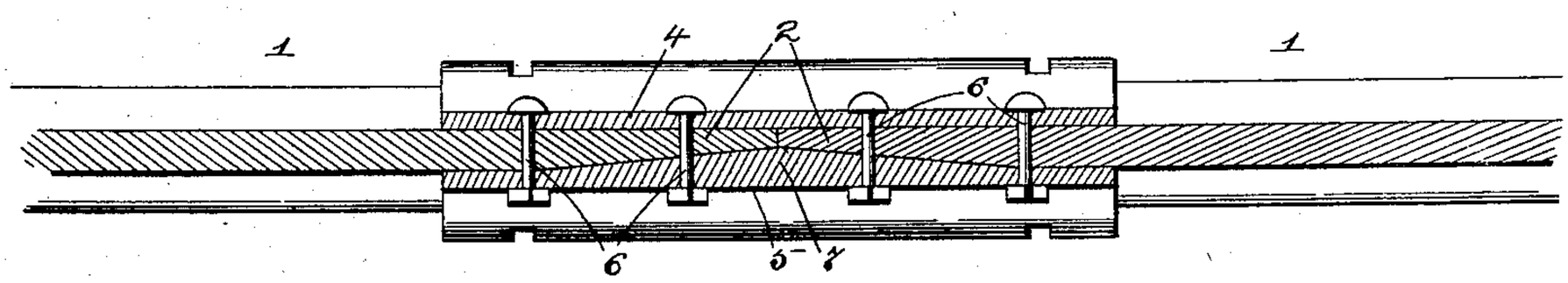


Fig. 4.



Witnesses

E. S. Duvall Jr.

H. G. Riley

Inventor

John H. Rouse.

By his Attorneys,

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UNITED STATES PATENT OFFICE.

JOHN HENRY ROUSE, OF ADVANCE, MISSOURI, ASSIGNOR OF ONE-HALF TO JOHN T. STRATMAN, JR., OF SAME PLACE.

RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 484,341, dated October 11, 1892.

Application filed November 27, 1891. Serial No. 413,307. (No model.)

To all whom it may concern:

Be it known that I, JOHN HENRY ROUSE, a citizen of the United States, residing at Advance, in the county of Stoddard and State of Missouri, have invented a new and useful Rail-Joint, of which the following is a specification.

This invention relates to improvements in rail-joints.

The object of the present invention is to simplify and improve the construction of rail-joints, to prevent the usual noise and rattling caused by the wheels of a train passing over a joint, to increase the strength of the rails at the joint, and to make, practically, a continuous rail, and to allow for the expansion and contraction—known as the "creeping"—of the rails.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings, Figure 1 is a perspective view of a rail-joint constructed in accordance with this invention. Fig. 2 is a detail perspective view of the inner fish-plate. Fig. 3 is a similar view of an end of a rail. Fig. 4 is a horizontal sectional view, the parts being assembled.

Referring to the accompanying drawings, 1 1 designate rails, which have their adjacent ends 2 beveled on their inner faces or cut diagonally and forming slightly-shouldered points, which are arranged adjacent to each other. The rails are secured together by fish-plates 4 and 5 and bolts 6, which pass through the fish-plates and the webs of the rails in the usual manner. The outer fish-plate 4 is of the ordinary construction, while the inner fish-plate 5 is provided with a triangular enlargement 7, which fits in the angle or recess formed by two rails 1 1 and forms, practically, a continuous rail, the enlargement taking the place of the portions cut away from the rails. The enlargement 7 is formed integral with the inner fish-plate 5 and extends above the upper edges 8 of the fish-plate proper, and its upper edge lies flush with the tread of the rails 1 1 and forms a bridge at the ends of the rails to carry the wheels of a train over the crack at the joint to prevent the usual noise and rattling which accompanies the passage of a train. This arrangement of parts allows more expansion without affecting or weakening the joint than by the ordinary arrangement of fish-plates. The inner fish-plate contains a great amount of metal and is thickest at the joint and makes the rails stronger at the joint than at any other part and forms, practically, a solid continuous rail.

What I claim is—

In a rail-joint, the combination of the rails having their meeting ends cut diagonally or beveled at their inner sides and forming slightly-shouldered points arranged adjacent to each other, a fish-plate arranged on the outer sides of the rail, and an angle fish-plate arranged at the inner sides of the rails and provided intermediate its ends with a triangular enlargement fitting in and filling the recess or cut-away portions of the rails and having a flat lower face extending below the fish-plate and having its upper face arranged flush with the tread of the rails and forming, practically, one continuous rail, the inner fish-plate being extended at both ends beyond the enlargement, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JOHN HENRY ROUSE.

Witnesses:

J. W. BURKS,

H. M. FLANARY.