(No Model.)

J. BEADLE.

RAIL JOINT.

No. 590,816. Patented Sept. 28, 1897.

FIG. 3.

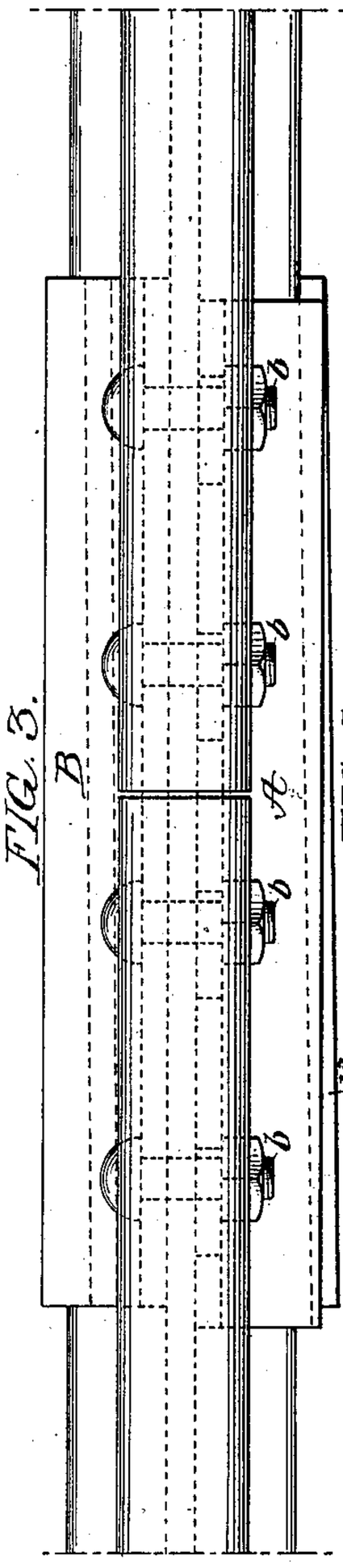


FIG. 4.

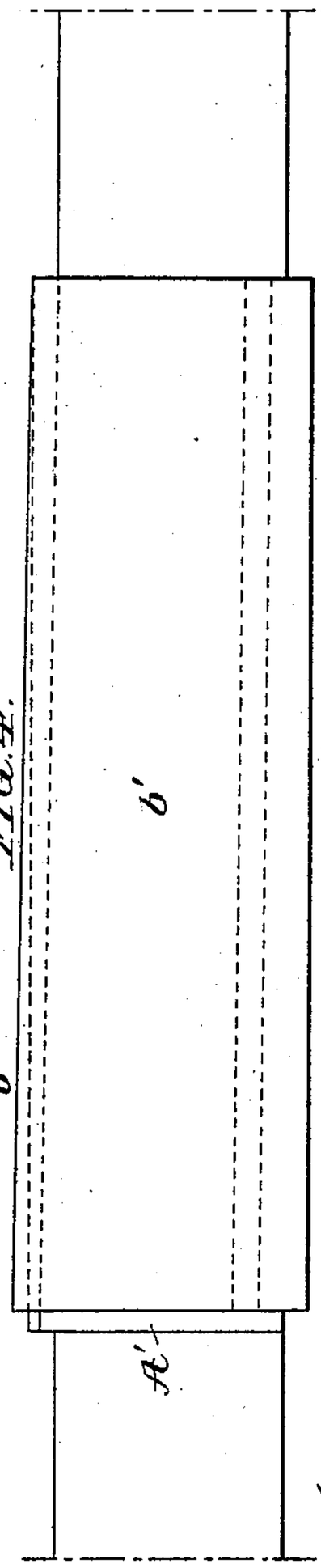


FIG. 5.

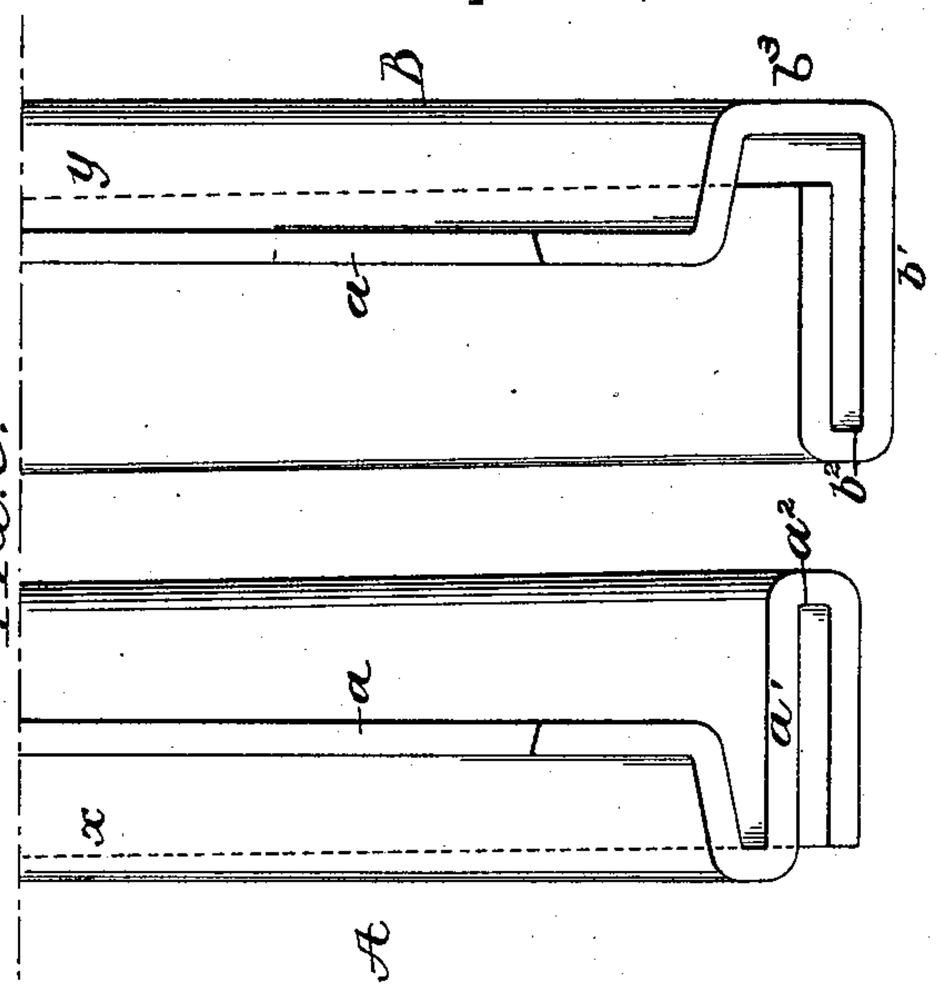


FIG. 1

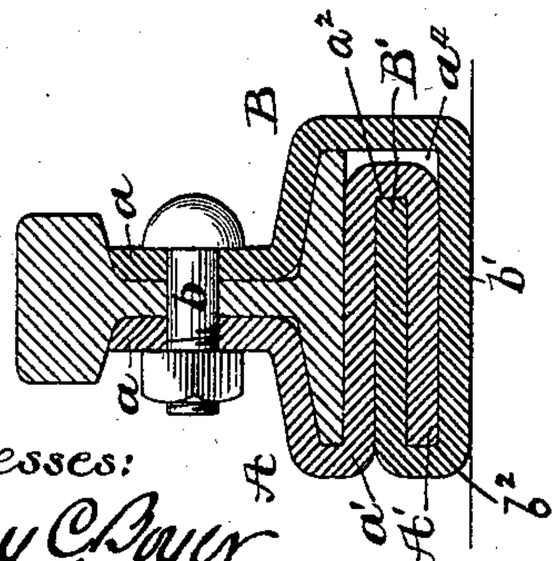
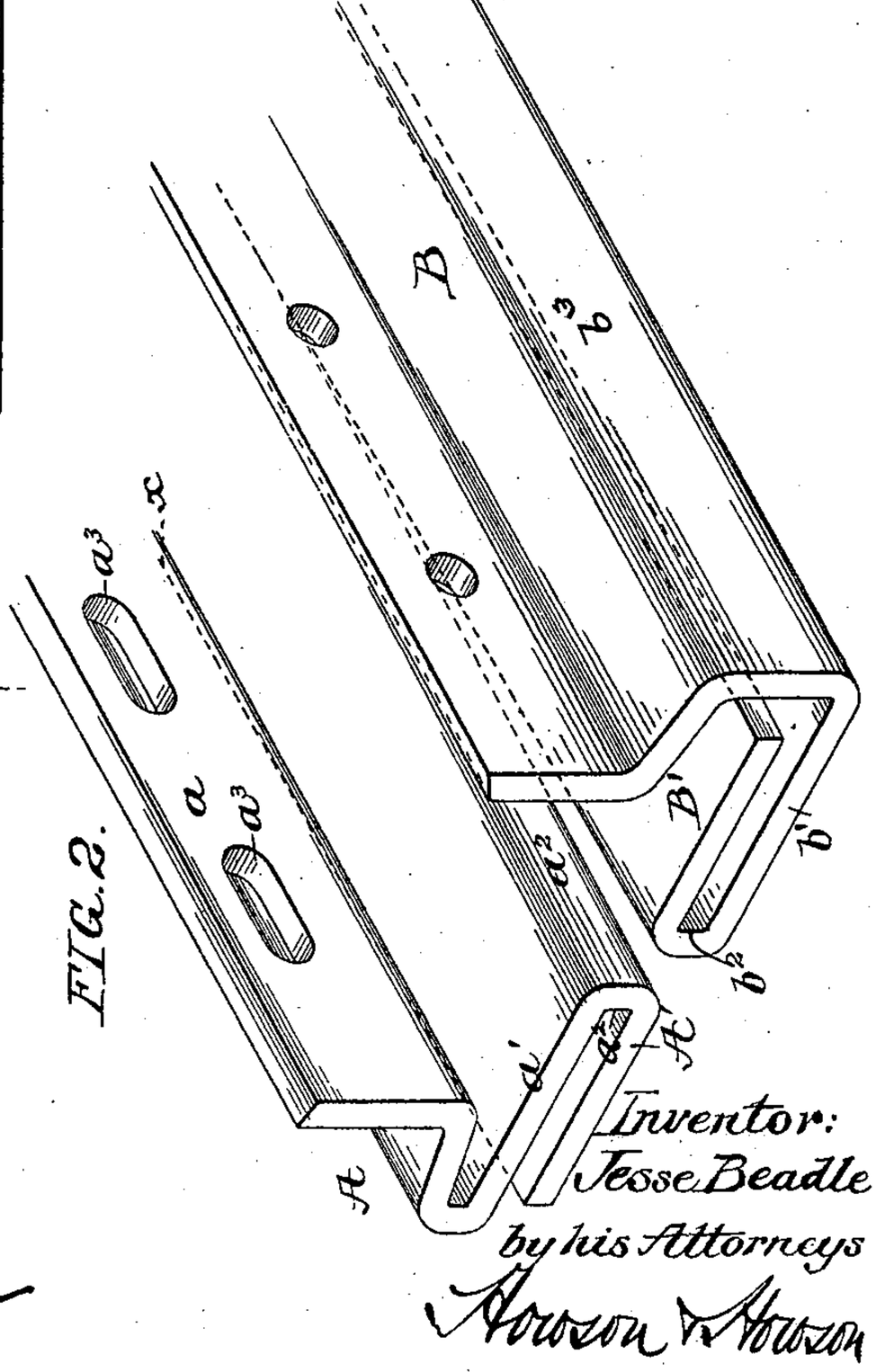


FIG. 2.



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UNITED STATES PATENT OFFICE.

JESSE BEADLE, OF SHICKSHINNY, PENNSYLVANIA.

RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 590,816, dated September 28, 1897.

Application filed July 10, 1896. Serial No. 598,706. (No model.)

To all whom it may concern:

Be it known that I, JESSE BEADLE, a citizen of the United States, and a resident of Shickshinny, Luzerne county, Pennsylvania, have invented certain Improvements in Rail-Joints, of which the following is a specification.

This invention relates to joints for the meeting ends of railway-rails or beams, the object of the invention being to provide a joint that will afford a support for the ends of the rails or beams, and a further object being to provide means for tightening the joint should it work loose on account of traffic in the case of a rail-joint or of any strain when used in connection with beams.

This invention is fully illustrated in the accompanying drawings, in which—

Figure 1 is a sectional view of the joint, showing it as applied to a railway-rail. Fig. 2 is a perspective view showing the members of the joint detached. Fig. 3 is a plan view of the joint, showing it when in use as a connection for the meeting ends of railway-rails. Fig. 4 is an inverted plan view of the joint shown in Fig. 3, and Fig. 5 is an end view of the members of the joint projected so as to illustrate the inclined edges of the interlocking members.

In the drawings, A represents one member of the joint, and B represents the other member. The members are provided with the ordinary flange a, adapted to be confined to the web of the rail by the ordinary bolts b. Connected to the flange a of the member A is the portion a', which laps under the base of the rail and forms a support for the same. Connected to this portion a' is the interlocking portion A'. The member B is of similar construction to the member A, except that the interlocking portion B' is bent in an opposite direction to the portion A', so that the portion b' forms the lowermost part of the joint and may rest upon the ties, tie-plates, or stringers.

The members of the joint are so bent in forming the interlocking portions A' and B' that the webs connecting the same with the flanges a of the joint form the walls a^2 and b^2, with which said interlocking portions are adapted to engage when the joint is fitted together. When the members of the joint are driven onto each other, this engagement of the interlocking portions A' and B' with the walls a^2 and b^2 forces the flanges a of the joint against the web of the rail.

The member A is provided with slots a^3 to allow the same to be driven onto the member B should the joint become loose, it being simply necessary to loosen the bolts b, which hold the joint to the rail, to enable the member A to be driven onto the member B, so as to wedge the joint more tightly. After this has been done the bolts b can be again tightened and the joint is ready for further use.

The interlocking portions A' and B' are tapered at x and y, and the walls a^2 and b^2 are tapered in the same direction, as shown in Figs. 2, 3, 4, and 5. When the members of the joint are placed together, the inclined edge x of the interlocking portion A' bears against the wall b^2 of the member B and the inclined edge y of the interlocking portion B' bears against the wall a^2 of the member A, and as these interlocking portions are pushed or driven onto each other, so as to permit the insertion of the bolts b, the members of the joint are firmly wedged together, and the flanges a of the same are securely held against the web of the rails or beams, the base portions forming a bridge joint or bearing for the meeting ends of the same. A space a^4 is left between the wall a^2 of the member A and the portion b^3 of the member B, so as to allow for any spread of the metal of the interlocking portions due to the wedging of the one upon the other.

Although I have shown and described my improved joint as applied to the meeting ends of railway-rails, it is obvious that it may be used as a connection for beams of any description.

I claim as my invention—

1. A joint for the meeting ends of railway-rails or beams having flanges adapted to engage the web of the rail or beam, portions for supporting the base of the same, said supporting portions being bent to form interlocking members, one of said members being bent in one direction, and the other member being bent in the opposite direction, and walls formed by the bending of said interlocking members with which they are adapted to engage.

2. A joint for the meeting ends of railway-rails or beams having interlocking members, portions adapted to support the base of the rails or beams and flanges for engaging the web of the same formed integral with the interlocking members, and walls having faces inclined from end to end of the joint formed by the bending of said interlocking members and with which they are adapted to engage, the interlocking member of one section of the joint engaging the wall of the opposite section and vice versa.

3. A joint for the meeting ends of railway-rails or beams, having wedge-shaped interlocking members, flanges to engage the web of the rail or beam and portions upon which the base of the same may rest formed integral with the interlocking members, and webs connecting the portions supporting the base of the rail or beam and the interlocking members whereby a wedge-shaped space is formed in each interlocking section of the joint adapted to receive the wedge-shaped interlocking members, whose inclined faces engage the inclined faces of the connecting-webs.

4. An interlocking-joint for the meeting ends of railway-rails or beams having flanges to engage the web of the rails or beams and the base of the same, each section of the joint having a wedge-shaped interlocking member, and webs connecting the interlocking members with the flanges of the joint-sections and forming wedge-shaped spaces for the reception of said members, the sections of the joint when fitted together leaving a space between the side walls of the interlocking parts allowing for longitudinal adjustment of the joint to lock it to the rails.

5. The combination in a joint for the meeting ends of railway-rails or beams, of the flanges A and B adapted to webs of the rails or beams, portions supporting the base of the rails and interlocking members A′, B′ formed integral with said flanges, said interlocking members having inclined faces and webs also inclined from end to end adapted to engage one with the other, with bolts for securing the joint to the rails, one of the joint-sections having elongated openings in its flange to allow for longitudinal adjustment without removing said bolts.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JESSE BEADLE.

Witnesses:
W. A. CAMPBELL,
JAMES P. SORBER.