

No. 671,201.

Patented Apr. 2, 1901.

E. & C. G. WOLFF.

RAIL JOINT.

(Application filed Feb. 2, 1901.)

(No Model.)

Fig. 1.

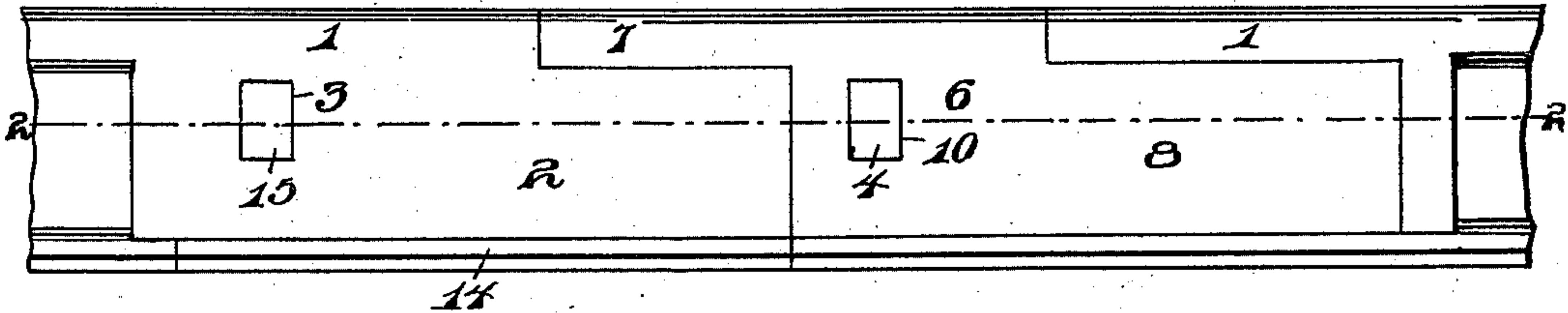


Fig. 2.

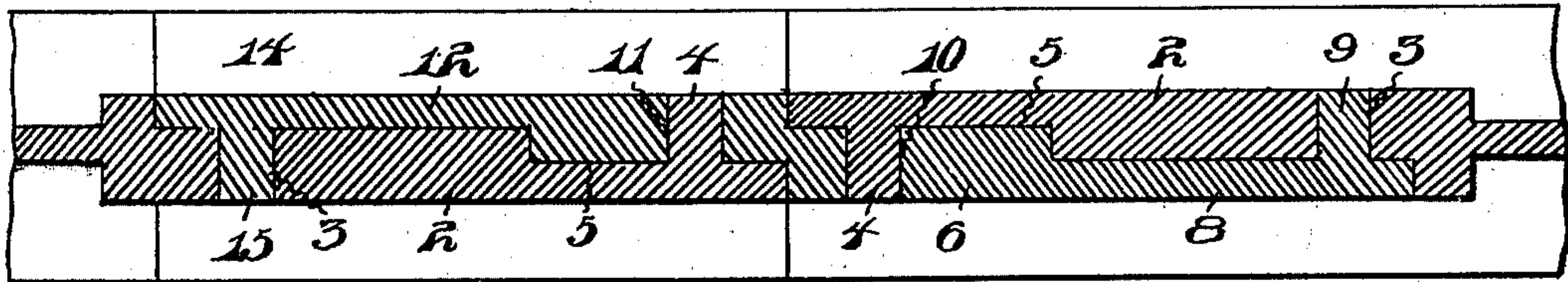


Fig. 3.

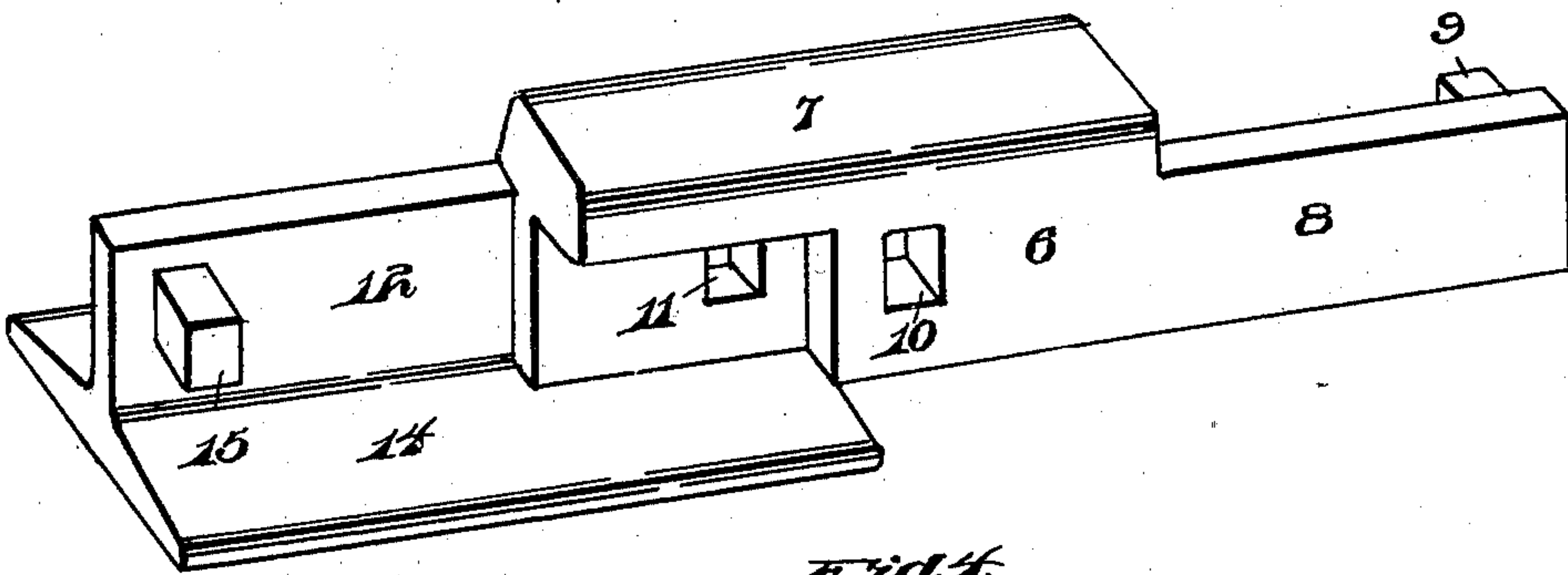
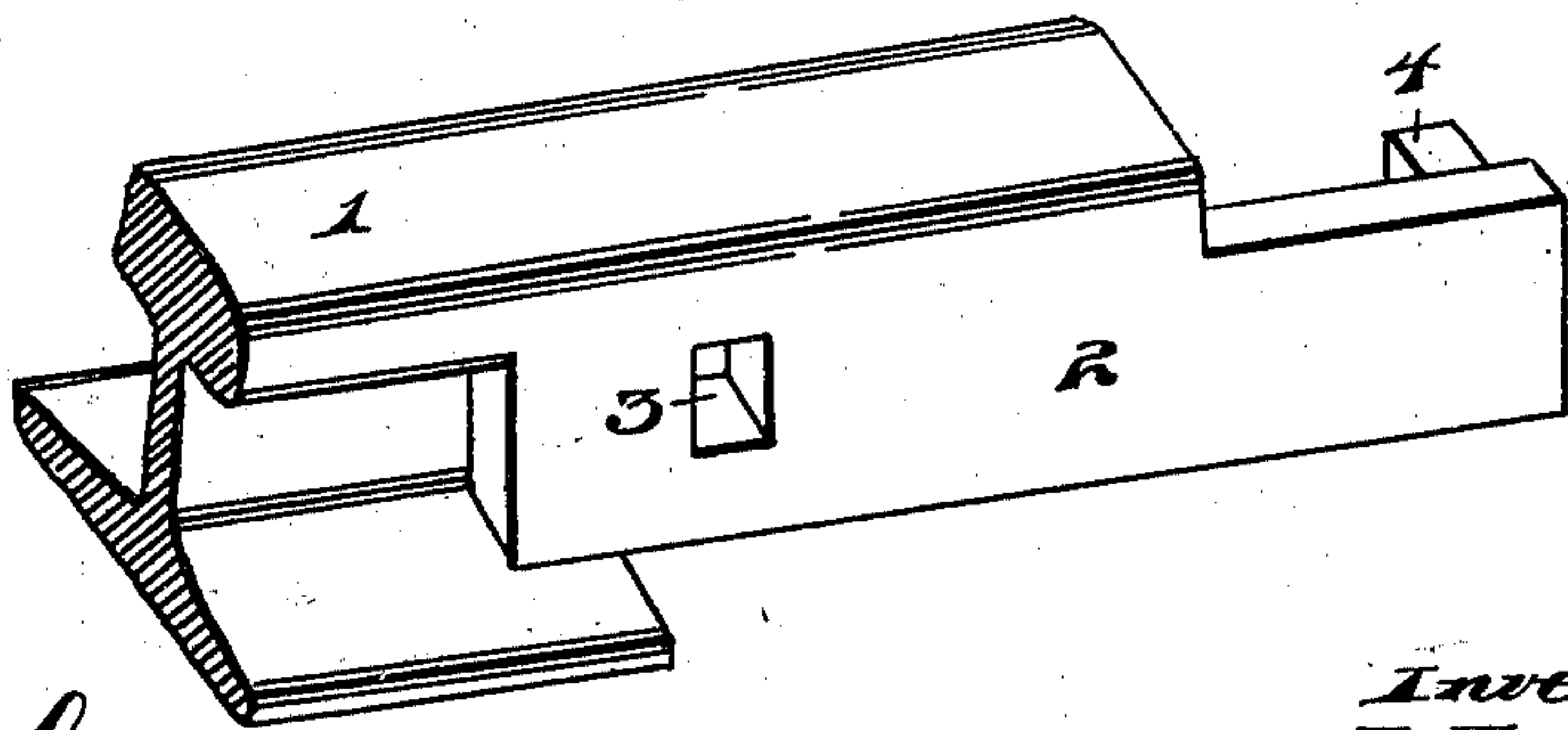


Fig. 4.



Witnesses:

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UNITED STATES PATENT OFFICE.

EDWARD WOLFF AND CHARLES G. WOLFF, OF PITTSBURG, PENNSYLVANIA.

RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 671,201, dated April 2, 1901.

Application filed February 2, 1901. Serial No. 45,703. (No model.)

To all whom it may concern:

Be it known that we, EDWARD WOLFF and CHARLES G. WOLFF, citizens of the United States of America, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain new and useful improvements in rail-joints, and more particularly to that class wherein the use of nuts, bolts, and fish-plates is entirely dispensed with.

The present invention has for its object to provide novel means whereby a joint of the above-described character is constructed that will be extremely simple, strong, durable, comparatively inexpensive to manufacture, and highly efficient in its operation.

The invention further contemplates to construct a rail-joint that may be easily placed together or taken apart, as desired; furthermore, to produce a rail-joint that will consist of only one part with engaging ends formed in the rails, all of which construction will be hereinafter more fully described, and specifically pointed out in the claim.

In describing the invention in detail reference is had to the accompanying drawings, forming a part of this specification, and wherein like numerals of reference indicate corresponding parts throughout the several views, in which—

Figure 1 is a side elevation of our improved rail-joint. Fig. 2 is a horizontal longitudinal sectional view thereof, taken on the line 2 2 of Fig. 1. Fig. 3 is a perspective view of the rail-joint. Fig. 4 is a perspective view of one of the engaging ends of the rail.

In the drawings the reference-numeral 1 indicates the ends of the rail, carrying on its one side the extension 2 and having formed therein a square opening 3. This extension 2 has also formed on its opposite side and integral therewith a square engaging lug 4, and also formed on its opposite side a recess 5.

The reference-numeral 6 represents the

rail-joint, carried centrally and secured on the tread, which is indicated by the reference-numeral 7. Said rail-joint has an extension 8, carrying an inwardly-extending lug 9, formed integral therewith. In said extension 8 is formed a square opening 10, and a similar opening 11 is formed through the web of the joint. The reference-numeral 12 indicates a similar extension, but extends from the opposite side of the web and is provided with a base-plate 14. Said extension 12 is also provided with a lug 15.

The manner of joining the said rails together is as follows: The lug 4 engages in the opening 11, and the lug 15 engages in the opening 3, the rail engaging from the opposite direction being formed in the same manner and is designed to engage the lug 9 and opening 10, as shown in Fig. 2. The rails and joints after being joined together are spiked down to the cross-ties in the well-known manner.

It will be seen from the above description that many advantages are obtained by the use of our improved rail-joint, and it will be noted that various changes may be made in the details of construction without departing from the general spirit of our invention.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

In a rail-joint, the combination of a tread having openings formed therein and having an extending portion arranged on opposite sides of the web and formed integral therewith, lugs secured to said extension arranged on opposite sides of said extension, rail-sections having an extending portion from opposite sides, lugs arranged upon said extending portion engaging in said openings, and means to engage said lugs of the rail-joint, all parts being arranged and operating substantially as described and set forth.

In testimony whereof we affix our signatures in the presence of two witnesses.

EDWARD WOLFF.

CHARLES G. WOLFF.

Witnesses:

JOHN NOLAND,

E. E. POTTER.