

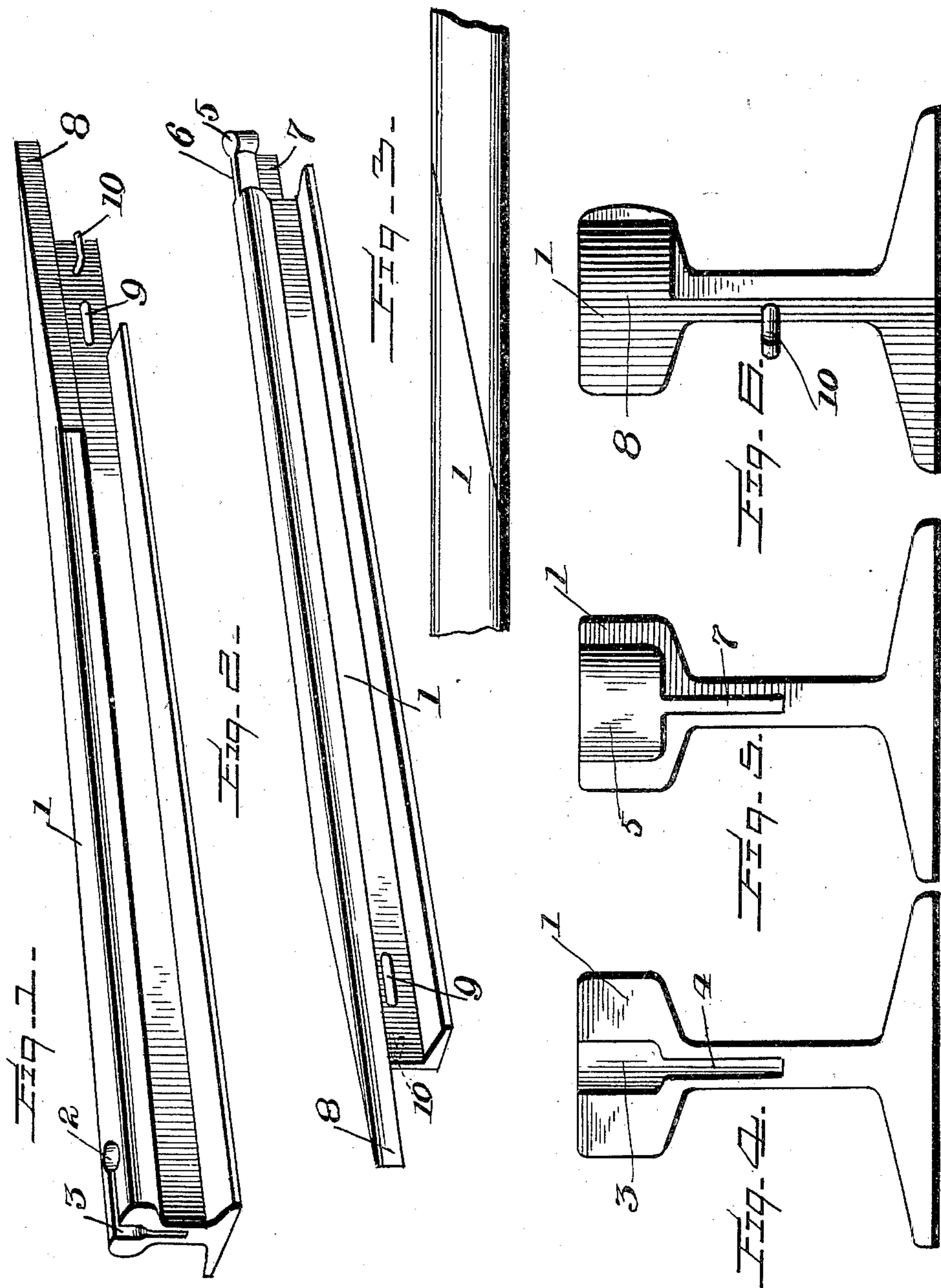
No. 696,583.

Patented Apr. 1, 1902.

E. E. MYERS.
RAILROAD RAIL.

(Application filed Nov. 30, 1901.)

(No Model.)



Witnesses:
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UNITED STATES PATENT OFFICE.

EMMA E. MYERS, OF PITTSBURG, PENNSYLVANIA.

RAILROAD-RAIL.

SPECIFICATION forming part of Letters Patent No. 696,583, dated April 1, 1902.

Application filed November 30, 1901. Serial No. 84,162. (No model.)

To all whom it may concern:

Be it known that I, EMMA E. MYERS, a citizen 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 Railroad-Rails, 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 has for its object the provision of novel means whereby two or more sections of rails may be securely joined together without the use of nuts and bolts.

The herein-described invention has for its further object to provide a rail-joint that will be extremely simple in construction, strong, durable, and highly efficient in its operation.

The present invention further contemplates to construct a rail-joint that will allow for expansion and contraction caused by the difference in temperature.

With the above and other objects in view the invention consists in the novel combination and arrangement of parts to be herein-after 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 perspective view of one of the rails having my improvements attached thereto. Fig. 2 is a similar view of the joining-section of the rail. Fig. 3 is a top plan view showing one of the joints. Fig. 4 is an enlarged end view of one end of one of the rails. Fig. 5 is an end view of another end of one of the rails. Fig. 6 is a similar view of the beveled end of the rail.

Referring to the drawings by reference-numerals, 1 indicates the rail of the ordinary construction, having formed in the upper face of the tread thereof the opening 2, which communicates with a longitudinal opening 3, said openings 2 and 3 communicating with the downwardly-extending recess 4, which extends into the web of the rail and forms a seat. Upon the joining end of the adjacent

rail-section is provided a rounded head 5, which is adapted to be seated in the opening 2, said rounded head 5 being formed integral with the rail and attached to the same by means of the neck 6, which neck is seated in the opening 3. A downwardly-depending flange 7 is formed integral with the lower face of the neck 6 and is seated in the opening 4. This connection, as will be readily seen, is a rigid one and does not allow for expansion and contraction of the rails; but in order to provide for this feature the next joint of the rail is provided with beveled ends 8, having formed therein openings 9 and hooks 10, the hooks 10 of one section engaging in the opening 9 of the adjacent section, and vice versa, thereby providing a joint that will allow the expansion and contraction of the rails.

In order to complete a joint of my entire invention it is necessary to join three rail-sections together, the beveled ends 8 being arranged in opposite directions on each rail-section and the one carrying the male and the other the female member, as heretofore described.

The many advantages obtained by the use of my improved device will be readily apparent from the foregoing description, taken in connection with the accompanying drawings.

It will be noted that various changes may be made in the details of construction without departing from the general spirit of my invention.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

A rail having an opening, slot and recess formed therein on its one end and beveled on its other end and having an opening formed therein, a hook member, a second rail carrying a head, neck and flange on one end and beveled on the opposite end, said end having formed therein an opening and carrying a hook member, all parts being arranged substantially as described, and for the purpose set forth.

In testimony whereof I affix my signature in the presence of two witnesses.

EMMA E. MYERS.

Witnesses:

JOHN NOLAND,
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