

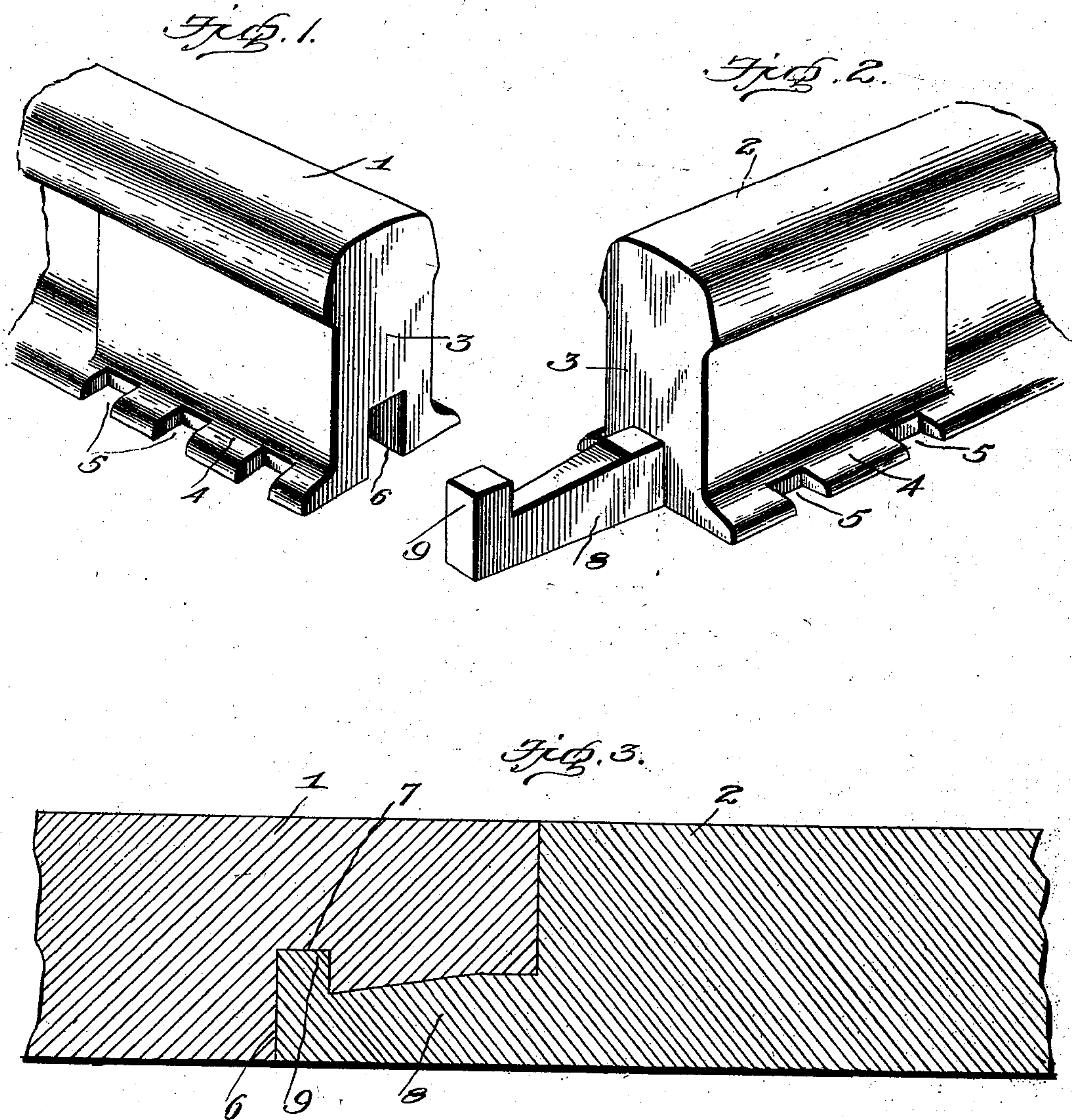
No. 702,562.

Patented June 17, 1902.

C. D. JONES.  
RAIL JOINT.

(Application filed Oct. 17, 1901.)

(No Model.)



Inventor

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Witnesses

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# UNITED STATES PATENT OFFICE.

CHARLES D. JONES, OF ST. ALBANS, WEST VIRGINIA.

## RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 702,562, dated June 17, 1902.

Application filed October 17, 1901. Serial No. 79,016. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES D. JONES, a citizen of the United States, residing at St. Albans, in the county of Kanawha and State of West Virginia, have invented certain new and useful Improvements in Rail-Joints; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The invention relates to rail-joints.

The object of the invention is to provide an improved form of rail-joint which shall be simple of construction, durable in use, comparatively inexpensive of production, and by means of which the fish-plates and bolts commonly used for connecting the abutting ends of rails may be entirely dispensed with.

With this and other objects in view the invention consists of certain novel features of construction, combination, and arrangement of parts, which will be hereinafter more fully described, and particularly pointed out in the appended claim.

In the accompanying drawings, Figure 1 is a perspective view of the end of one rail. Fig. 2 is a similar view of its companion or abutting rail, and Fig. 3 is a longitudinal vertical sectional view through the ends of the two rails when locked together.

Referring to the drawings, 1 and 2 denote the abutting ends of two rails, each of which at its abutting end has its web 3 thickened or extended laterally to add strength at that point and each of which is provided with narrow base-flanges 4, having spike-slots 5, by means of which the rails are secured to the ties. The rail 1 is provided in its base with a longitudinal slot 6, opening at the end of the rail and terminating in a vertically-disposed socket 7. The rail 2 is provided with a shank 8 in cross-section corresponding to the cross-sectional area of the slot 6 and pro-

vided with an upwardly-projecting lug 9, corresponding in shape to and snugly fitting within the socket 7.

From the foregoing description, taken in connection with the accompanying drawings, the construction, mode of operation, and advantages of my invention will be readily understood without requiring a more extended explanation.

By reference to the drawings it will be apparent that the greater the weight upon the joint the more securely will the ends of the rails be locked together. It will also be observed that by this construction the use of bolts and fish-plates are entirely dispensed with, thus effecting a great saving in the equipment of a road.

Various changes in the form, proportion, and details of construction may be made within the scope of the invention without departing from the spirit or sacrificing any of the advantages thereof.

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

The combination with two rails, the web portions thereof at the ends of said rails being thickened or enlarged, one end of one rail having projecting longitudinally therefrom near its base a shank formed with an upwardly-projecting rectangular lug, and the abutting end of the other rail being provided with a longitudinal slot which terminates in a vertically-disposed socket, the walls of which are rectangular and closely fit said lug, substantially as set forth.

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

CHARLES D. JONES.

Witnesses:

JOSEPH B. HOLESTEINE,  
M. T. WEBB.