

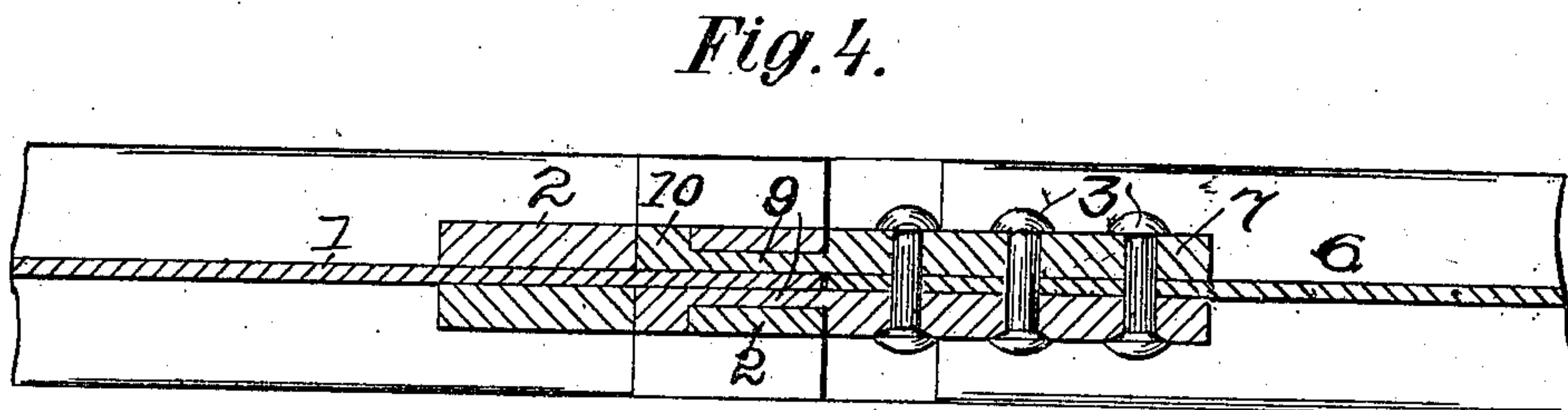
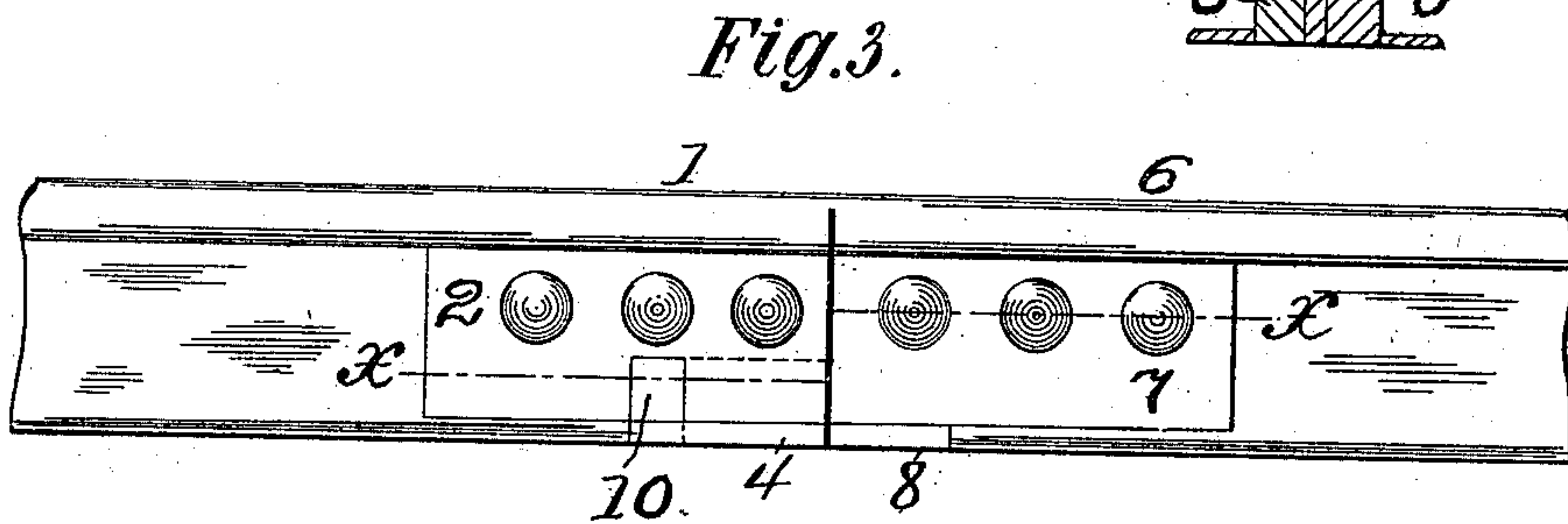
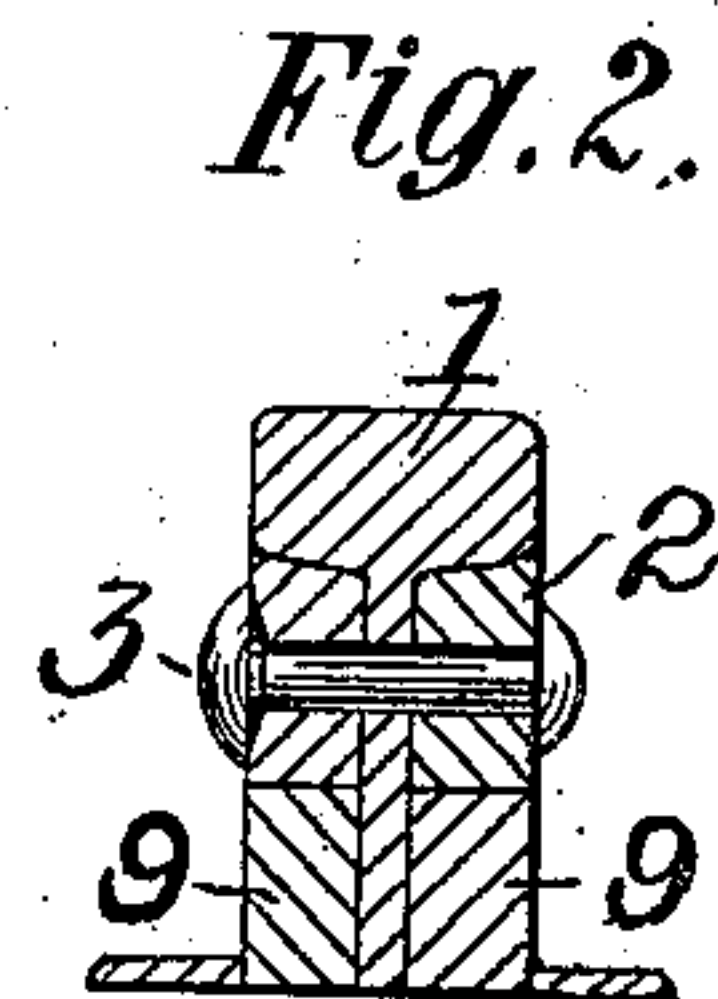
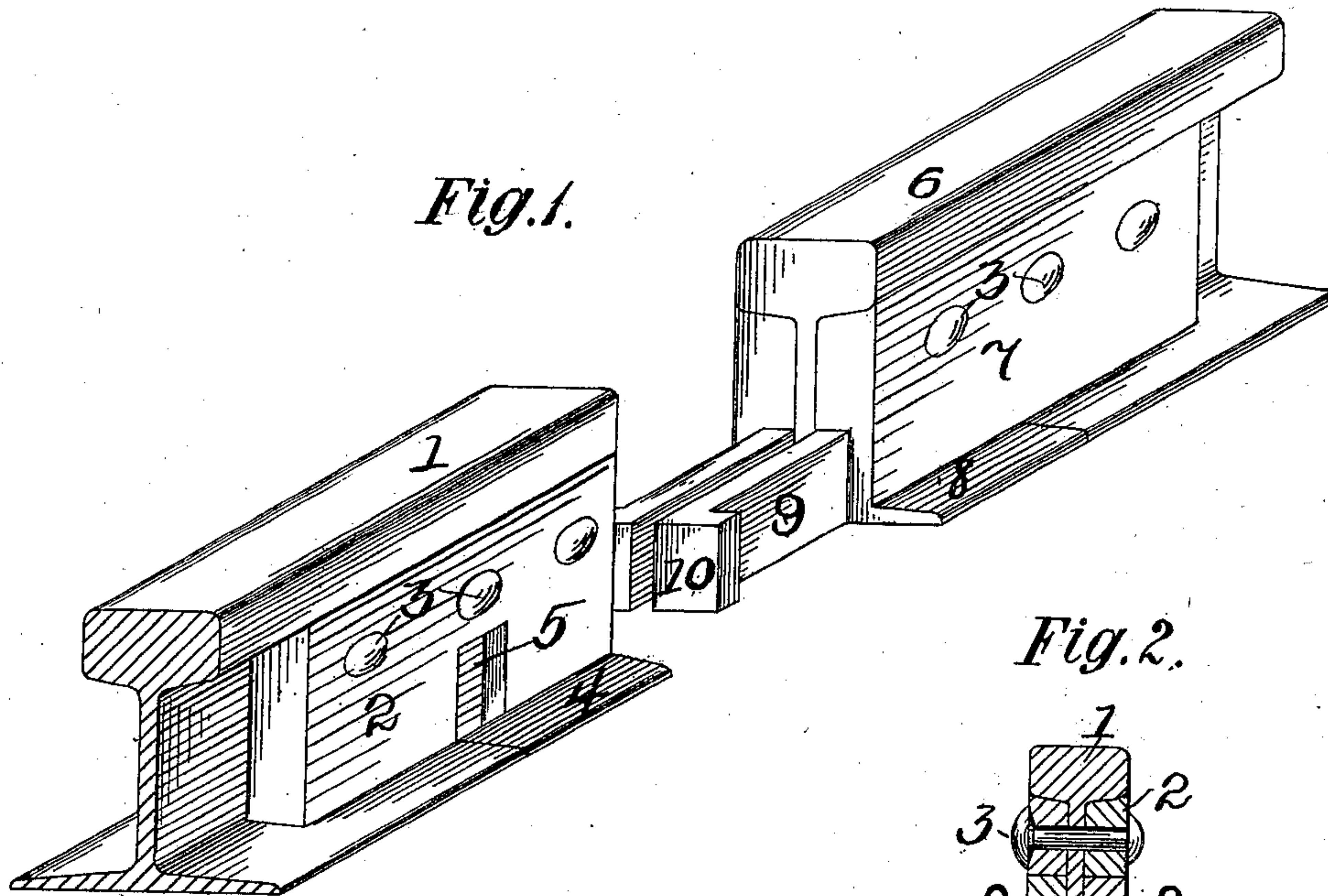
No. 725,555.

PATENTED APR. 14, 1903.

H. & W. A. GLINSKY.
RAIL JOINT.

APPLICATION FILED FEB. 10, 1903.

NO MODEL.



Witnesses
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UNITED STATES PATENT OFFICE.

HERMAN GLINSKY AND WILLIAM A. GLINSKY, OF NEW KENSINGTON,
PENNSYLVANIA.

RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 725,555, dated April 14, 1903.

Application filed February 10, 1903. Serial No. 142,723. (No model.)

To all whom it may concern:

Be it known that we, HERMAN GLINSKY and WILLIAM A. GLINSKY, citizens of the United States of America, residing at New Kensington, in the county of Westmoreland 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, the primary object of the invention being to construct a joint for rails without the aid of the ordinary bolts and nuts and to effect a joint extremely rigid when in position.

Briefly described, the invention comprises side plates, which are adapted to be riveted to the web of the rail, at the ends thereof, and these side plates on one rail are provided with extending L-shaped tongues or arms, while the side plates which are attached to the matching rail are provided with recesses to receive the said L-shaped tongues or arms.

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 like parts throughout the several views, in which—

Figure 1 is a detail perspective view showing the joint disconnected, one of the rails being in cross-section. Fig. 2 is a transverse vertical sectional view through one of the rails adjacent to the joint. Fig. 3 is a side elevation of the joint. Fig. 4 is a horizontal sectional view taken on the line 4-4 of Fig. 3.

To put our invention into practice, we provide the rail 1, at the end thereof, with side plates 2, which are secured to the web of the rail, preferably by means of rivets 3. The outer ends of these side plates are flush with the end of the rail, the plates having a flanged member 4 to fill the space cut away from the flange or base of the rail 1. These plates 2 are provided with recesses 5, extending through the flange or base member 4. To the end of the matching rail 6 is attached plates 7, these plates also being preferably secured by rivets 3, the said plates having a base or

flanged member 8 to fill in the portion of the rail-base cut away at the end of the rail. These plates 7 carry forwardly-extending arms 9, substantially L-shaped, the short arm or leg 10 thereof extending outwardly, and these short arms or legs 10 are adapted to engage in the recesses 5, a space being provided between the face of the plates 2 and the web of the rail to receive the long member 9 of said arms.

The joint is effected by simply lowering the rail 1 into position upon the L-shaped arms 9, and the rail is then spiked to the cross-ties in the ordinary manner. The plates 2 and 7 may be riveted to the rails at any desired time, either before the same leave the shop or when constructing the track, as may be desired.

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

1. In a rail-joint, a rail-section having side plates riveted to the web thereof, forwardly-extending L-shaped arms carried by said side plates, in combination with a rail-section having side plates riveted to the web thereof, said side plates having recesses to receive the L-shaped arms of the first-mentioned rail-section, substantially as described.

2. In a rail-joint, a rail-section having side plates secured to both faces of the rail-web, forwardly-extending L-shaped arms carried by said side plates, in combination with a rail-section having side plates secured in both side faces of the rail and web and provided with recesses to receive the L-shaped arms of the first-mentioned side plates, substantially as described.

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

HERMAN GLINSKY.
WILLIAM A. GLINSKY.

Witnesses:

GUSTAVE SNYDER,
M. J. MCGEARY.