



No. 736,566.

PATENTED AUG. 18, 1903.

J. TELLER.
RAILWAY RAIL AND RAIL JOINT.
APPLICATION FILED DEC. 16, 1902.

NO MODEL.

Fig. 1.

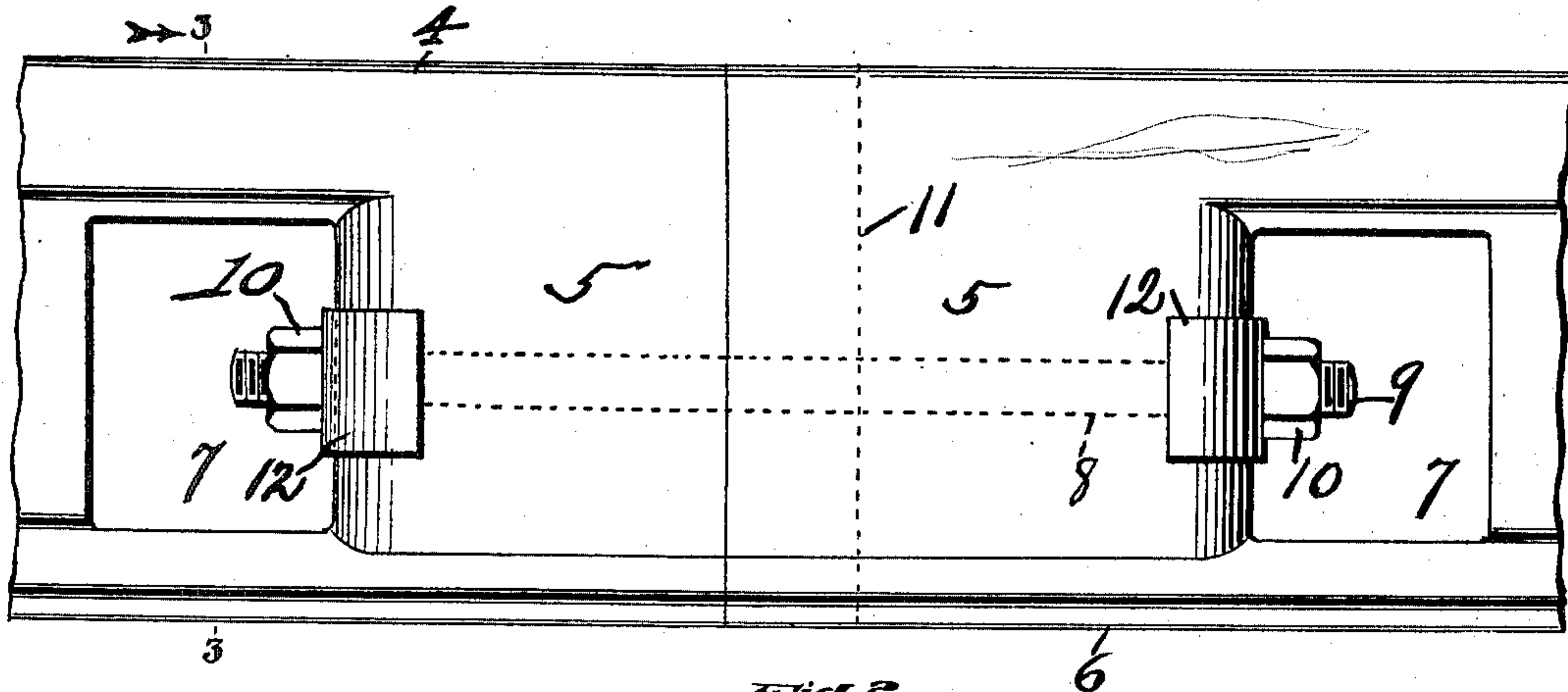


Fig. 2.

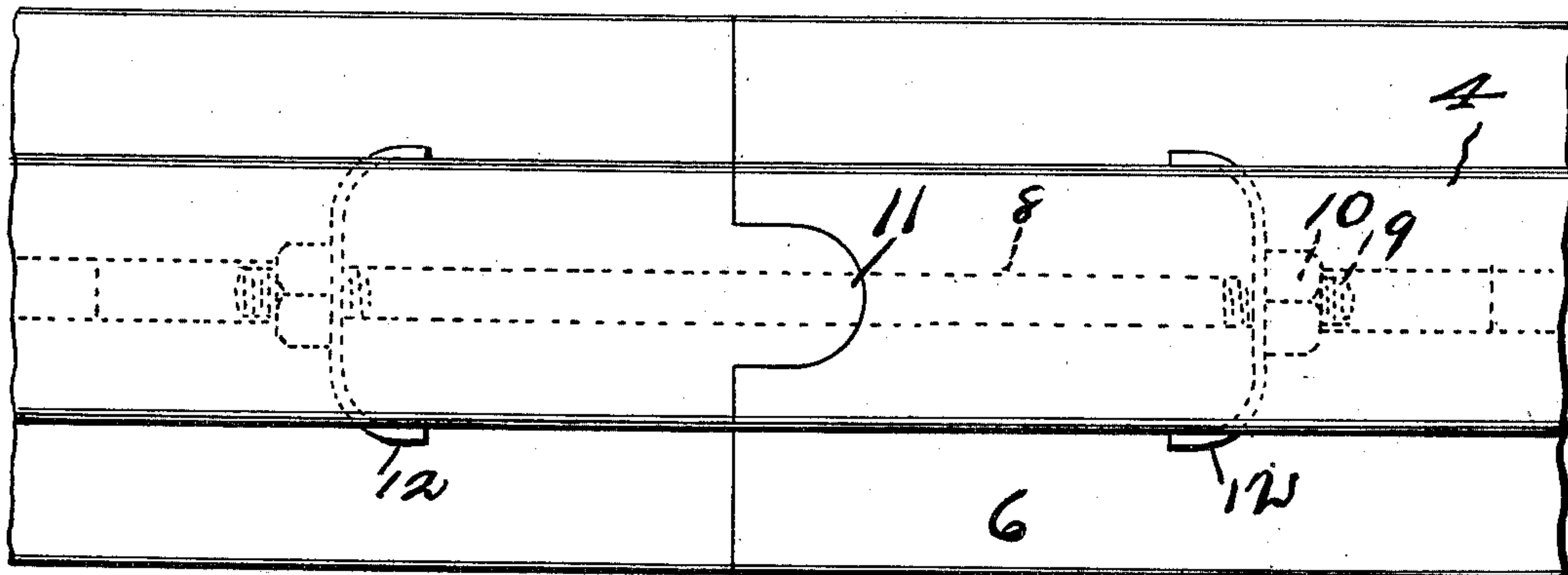
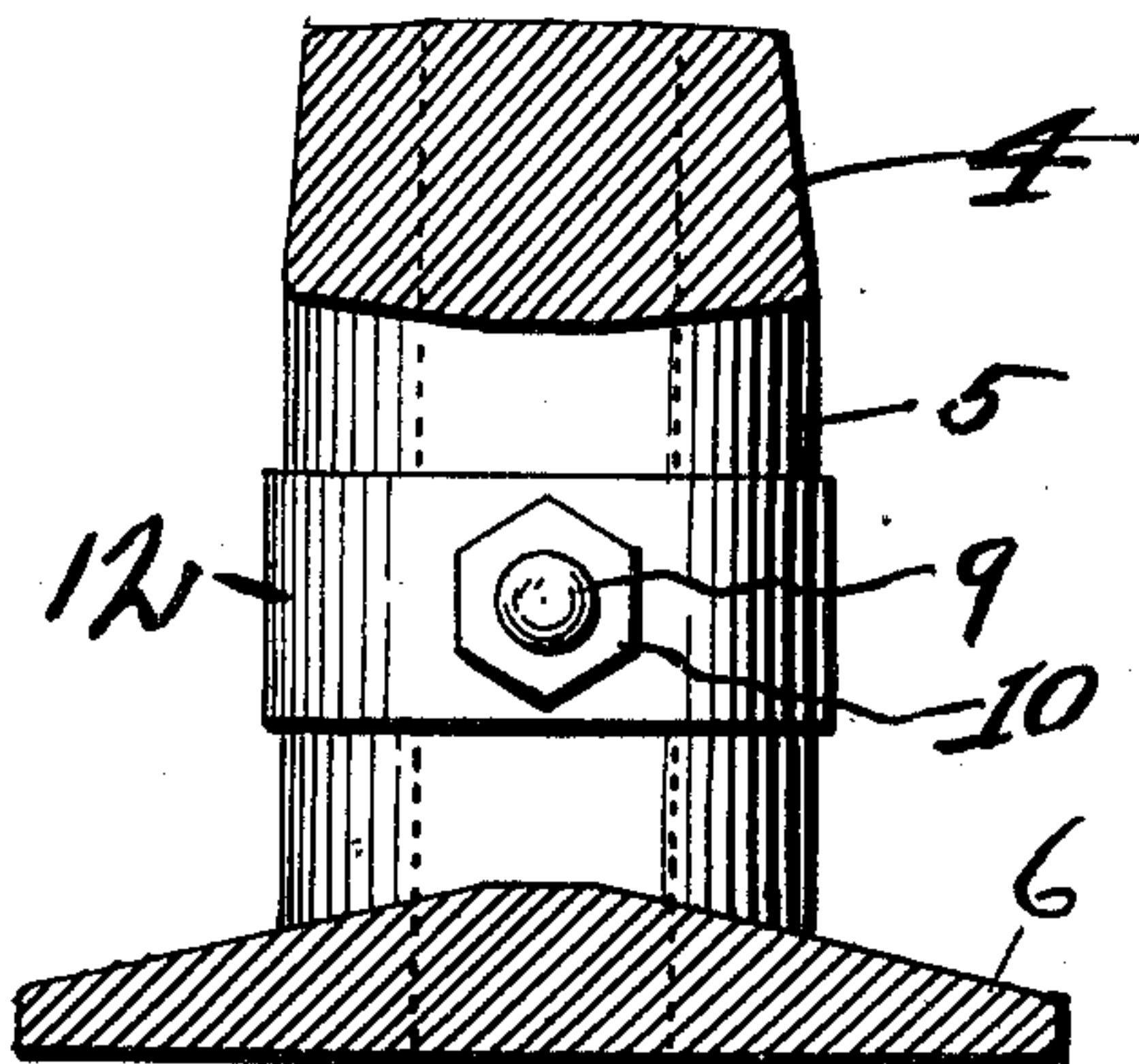


Fig. 3.



Witnesses:

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JOSEPH TELLER, OF PITTSBURG, PENNSYLVANIA.

RAILWAY-RAIL AND RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 736,566, dated August 18, 1903.

Application filed December 16, 1902. Serial No. 135,412. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH TELLER, 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 Railway-Rails and Rail-Joints, of which the following is a specification.

This invention relates to railways, and particularly to that class known as "rail-joints."

The object of the invention is to produce a rail-joint and means of attachment obviating the employment of the ordinary fish-plates and the plurality of bolts which are usually required.

Furthermore, the object of the invention is to produce a rail-joint having interlocking connections and means for exerting a binding force longitudinally of the rail-sections for retaining the interlocking connections in engagement.

Furthermore, the object of the invention is to produce a rail-joint in which the interlocking and bracing parts, except the binding agent, are formed integral with the rail-sections, thus doing away with a multiplicity of parts which usually add to the cost of railway construction.

Finally, the object of the invention is to produce a rail-joint which will prove strong, durable, and efficient in use, simple in construction, and comparatively inexpensive to manufacture.

With the foregoing and other objects in view the invention consists in the details of construction and in the arrangement and combination of parts to be hereinafter more fully set forth and claimed.

In describing the invention in detail reference will be had to the accompanying drawings, forming part of this specification, wherein like characters denote corresponding parts in the several views, and in which—

Figure 1 is a view in elevation of the meeting ends of two rails embodying the invention. Fig. 2 is a top plan view thereof. Fig. 3 is a vertical sectional view taken on the line 3 3 of Fig. 1 looking in the direction of the arrow.

In the drawings, 4 denotes the rails, having the usual head and wheel surface. The web 5 near the meeting ends and at the ends is

considerably thicker than the web of an ordinary rail. In fact, it is of approximately the same width as the bottom of the rail-head. The base-flanges 6 are of the ordinary type. The web near each end of the rail is apertured, as at 7, and holes 8 extend longitudinally of the web from the apertures to the end of the rail. The holes of the meeting ends are formed to coincide in order that the bolt 9 may be run therethrough and through the medium of the nuts 10 drawn to clamp the meeting ends of the rails.

The meeting ends of the rails are provided with tongue-and-groove connections 11 to effect a more rigid union of the parts.

A washer 12 is curved to the contour of the web, or preferably the washer has a sharper curve than the contour of the web in order that its resiliency will cause said washer to bear against the nut with sufficient force as to act as a lock for the nut.

The construction, operation, and advantages will, it is thought, be apparent from the foregoing description and illustration, it being noted that various changes in the proportions and details of construction may be resorted to for successfully carrying the invention into practice without departing from its scope.

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

1. In a rail-joint the combination with the meeting ends of rails in which the webs have longitudinally-disposed holes, of a bolt in the holes of the web and nuts for binding the sections of the rail together.

2. In a rail-joint, the combination with the meeting ends of rails, said rails having thickened webs with apertures transversely thereof and other holes longitudinally thereof, of a bolt run through the longitudinal openings and nuts threaded on the bolt, as and for the purpose described.

3. A rail-joint comprising two rails with interlocking connections at their ends, the said rails having thickened webs with transverse and longitudinal apertures and a bolt in the longitudinal apertures for drawing the sections together, as and for the purpose described.

4. In a rail-joint the combination with the

meeting ends of a rail, means for affording an interlocking connection of the ends, the webs of the rails being thick and having longitudinal apertures, said webs having transverse
5 openings intersecting the longitudinal apertures and a bolt run through the longitudinal apertures, as and for the purpose described.

In testimony whereof I affix my signature, in the presence of two witnesses, this 13th day of December, 1902.

JOSEPH TELLER.

Witnesses:

JOHN NOLAND,
J. P. APPLEMAN.