

No. 744,577.

PATENTED NOV. 17, 1903.

C. H. LITTLE.

RAIL JOINT.

APPLICATION FILED MAY 6, 1903.

NO MODEL.

FIG. 1.

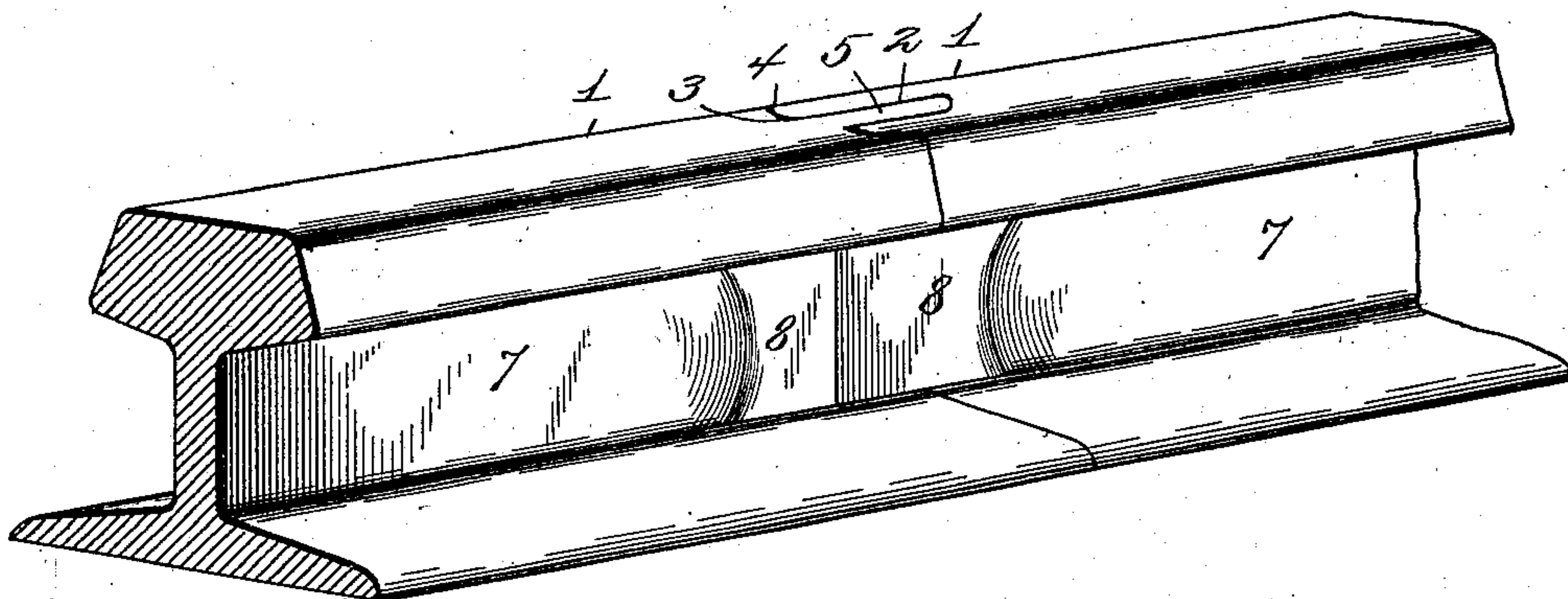


FIG. 2.

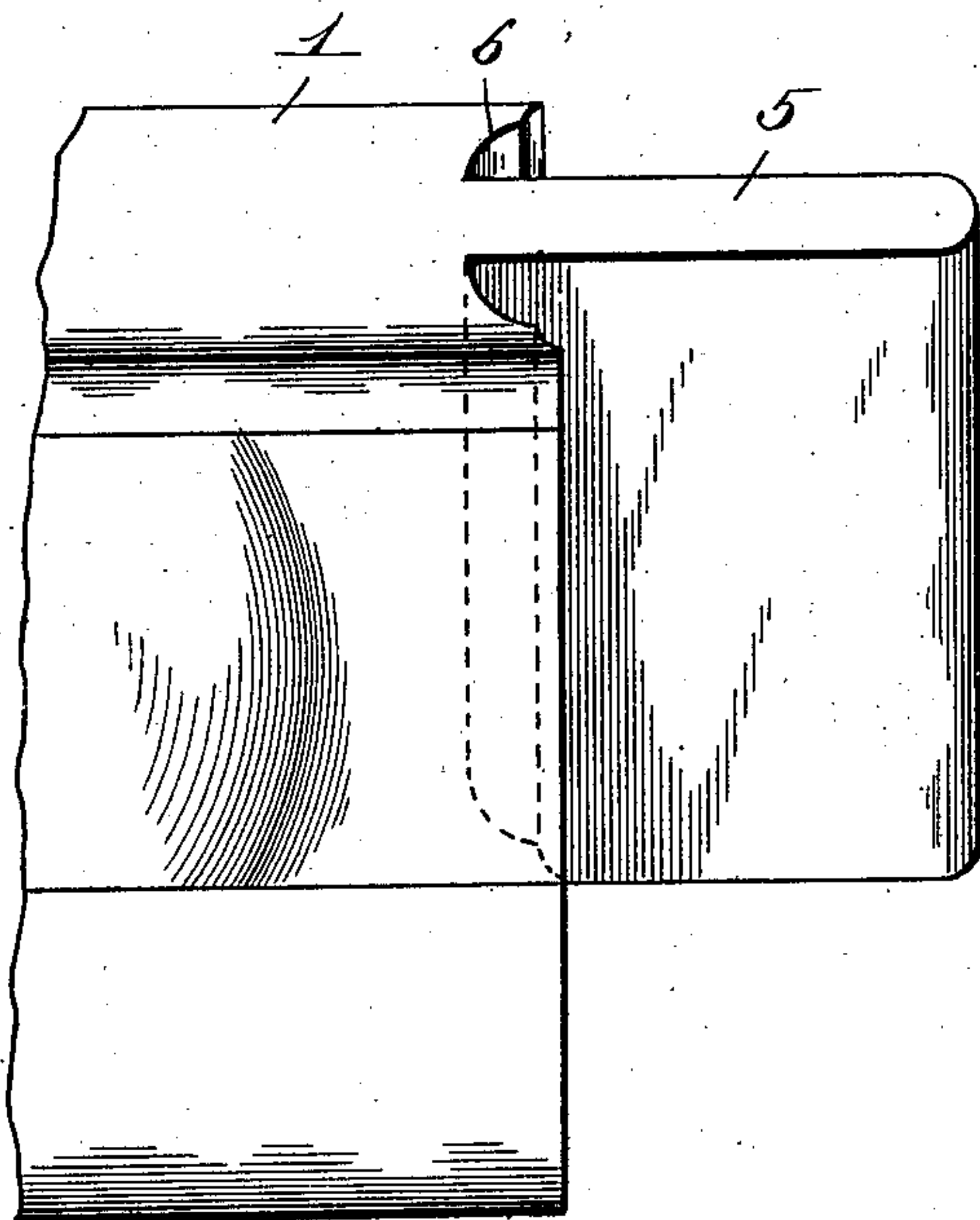
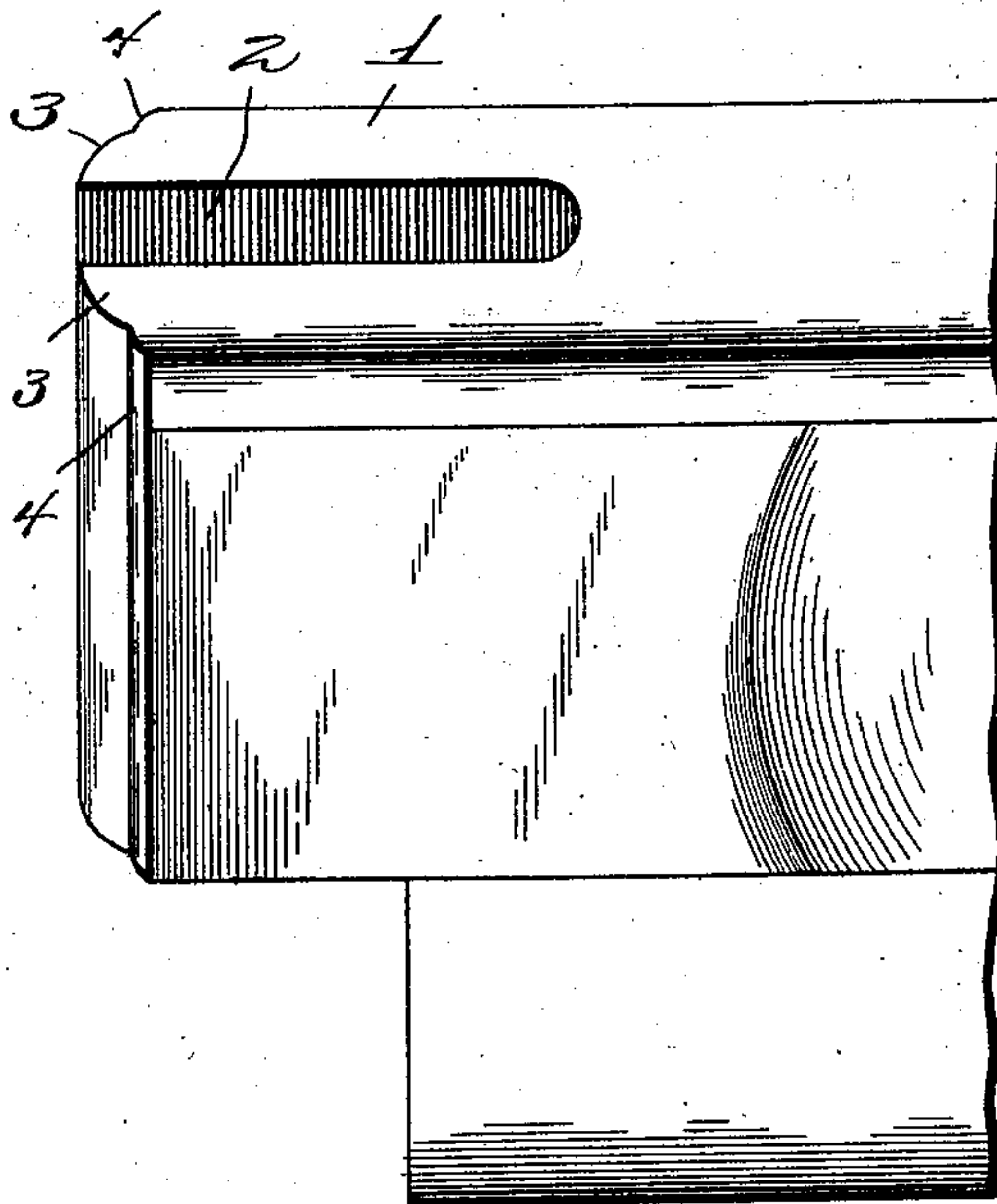


FIG. 3.



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RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 744,577, dated November 17, 1903.

Application filed May 6, 1903. Serial No. 155,910. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. LITTLE, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented new and useful Improvements in Rail-Joints, of which the following is a specification.

My invention relates to new and useful improvements in rail-joints. Its object is to so construct the ends of the rails as to permit them to be bound firmly together without the use of bolts, spikes, or other similar fastening devices.

The invention consists in providing one end of each rail with a longitudinally-extending slot, and a curved tongue is formed in each side of this slot. The other end of the rail has a longitudinally-extending tongue, and the end wall of said rail is recessed at points adjacent to the inner end of the tongue for the reception of curved tongues similar to those hereinabove referred to.

The invention further consists in the novel construction, combination, and arrangement of the several parts, which will be more fully hereinafter described and claimed, and illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view showing two rails constructed in accordance with my invention and secured together. Fig. 2 is a perspective view of one end of a rail, and Fig. 3 is a similar view of the other end of said rail.

Referring to the figures by numerals of reference, 1 is a rail having a longitudinally-extending slot 2 in one end thereof. This end of the rail is cut away at the sides of the slot to form curved tongues 3, and curved shoulders 4 are located at the inner ends of these tongues. The other end of the rail has a longitudinally-extending tongue 5 equal in area to the slot 2, before referred to, and the end of the rail adjacent to the inner end of tongue 5 has curved recesses 6 therein at opposite sides of the tongue and equal in area to the tongues 3. These are enlarged at their outer ends to accommodate the shoulders 4.

When it is desired to secure together rails constructed in the manner herein described, it is merely necessary to place the tongues 5 in the slots 2 and then force the rails together. This will cause the curved tongues 3 to bear in the recesses 6, and they will clamp upon

opposite sides of tongue 5, and thereby securely bind the two rails together. It will be seen that the device is extremely simple and effective, and by the use of this joint it is unnecessary to employ fish-plates, bolts, or other similar securing means. The webs of the rails are preferably thickened at their ends, as shown at 8, to permit the slot 2 to be formed therein and to strengthen said rails at the points where the recesses 6 are formed.

By providing the tank 5 and fitting it within the slot 2 it will be seen that when the wheels of a car pass over the joint the weight is divided on the ends of the two rails and pounding or jolting is thus prevented.

In the foregoing description I have shown the preferred form of my invention; but I do not limit myself thereto, as I am aware that modifications may be made therein without departing from the spirit or sacrificing the advantages thereof, and I therefore reserve the right to make such changes as fairly fall within the scope of my invention.

Having thus described the invention, what is claimed as new is—

1. In a rail-joint, the combination with a rail having a longitudinally-extending slot therein and curved tongues at opposite sides of the slot; of a second rail having a longitudinally-extending tongue at one end thereof equal in area to the slot in the first-mentioned rail, the end of said rail adjacent to the inner end of the tongue being provided with curved recesses for the reception of the curved tongues, whereby said tongues may be forced to bind upon the longitudinally-extending tongue.

2. A rail having a longitudinally-extending slot in one end thereof, curved tongues at opposite sides of the slot, shoulders at the inner ends of the tongues, a longitudinally-extending tongue at the other end of the rail equal in area to the slot, said end having curved recesses therein equal in area to the curved tongues, said recesses being enlarged for the reception of shoulders similar to those adjacent to the curved tongues.

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

CHARLES H. LITTLE.

Witnesses:

GEORGE L. SPENCER,
EMMA A. KEATING,
ELIZA J. KEATING.