

No. 750,100.

PATENTED JAN. 19, 1904.

F. DODSON.
RAIL JOINT.

APPLICATION FILED OCT. 10, 1903.

NO MODEL.

Fig. 1.

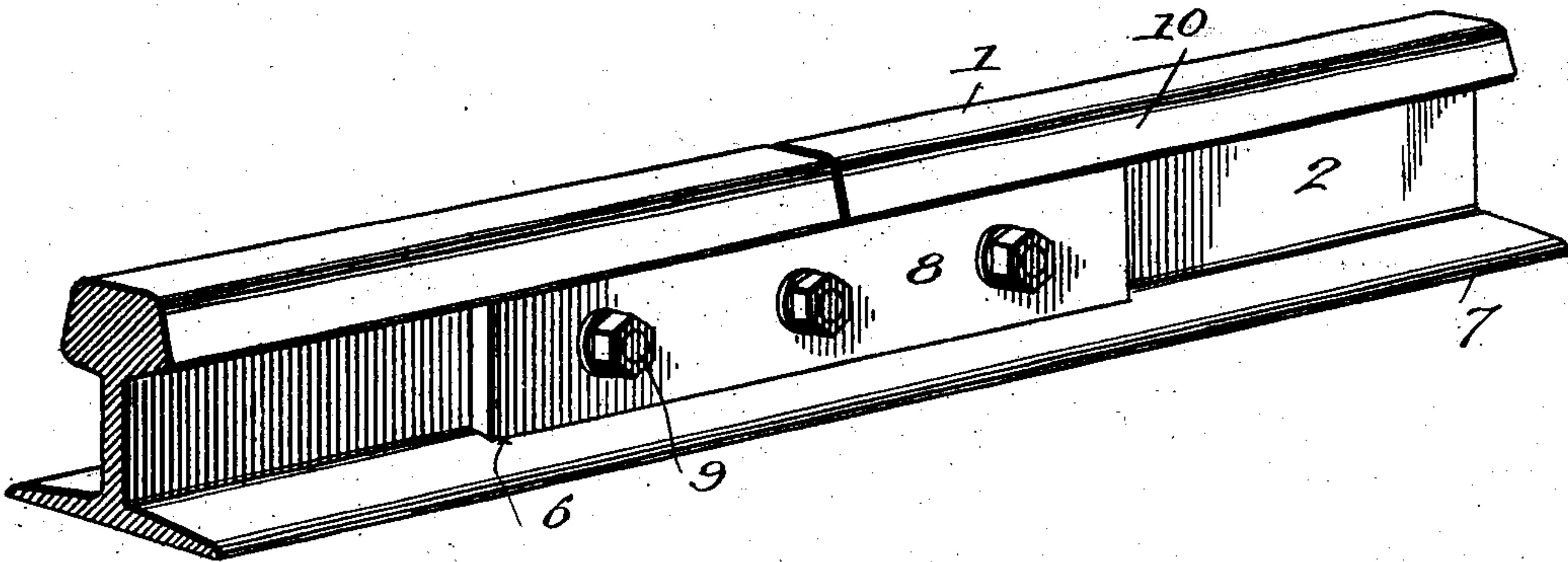


Fig. 2.

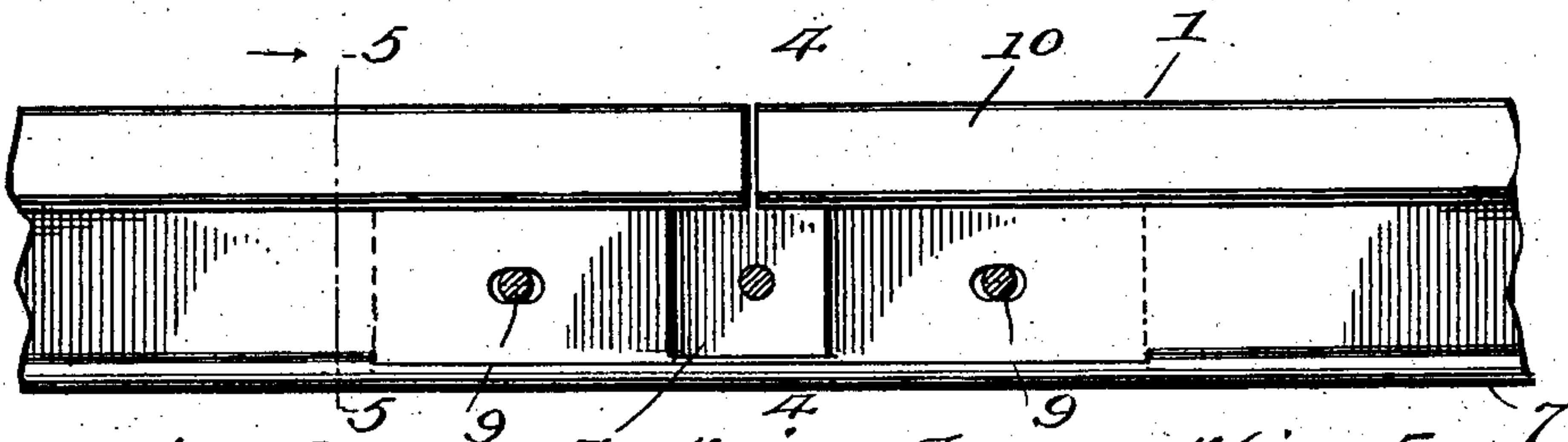


Fig. 3.

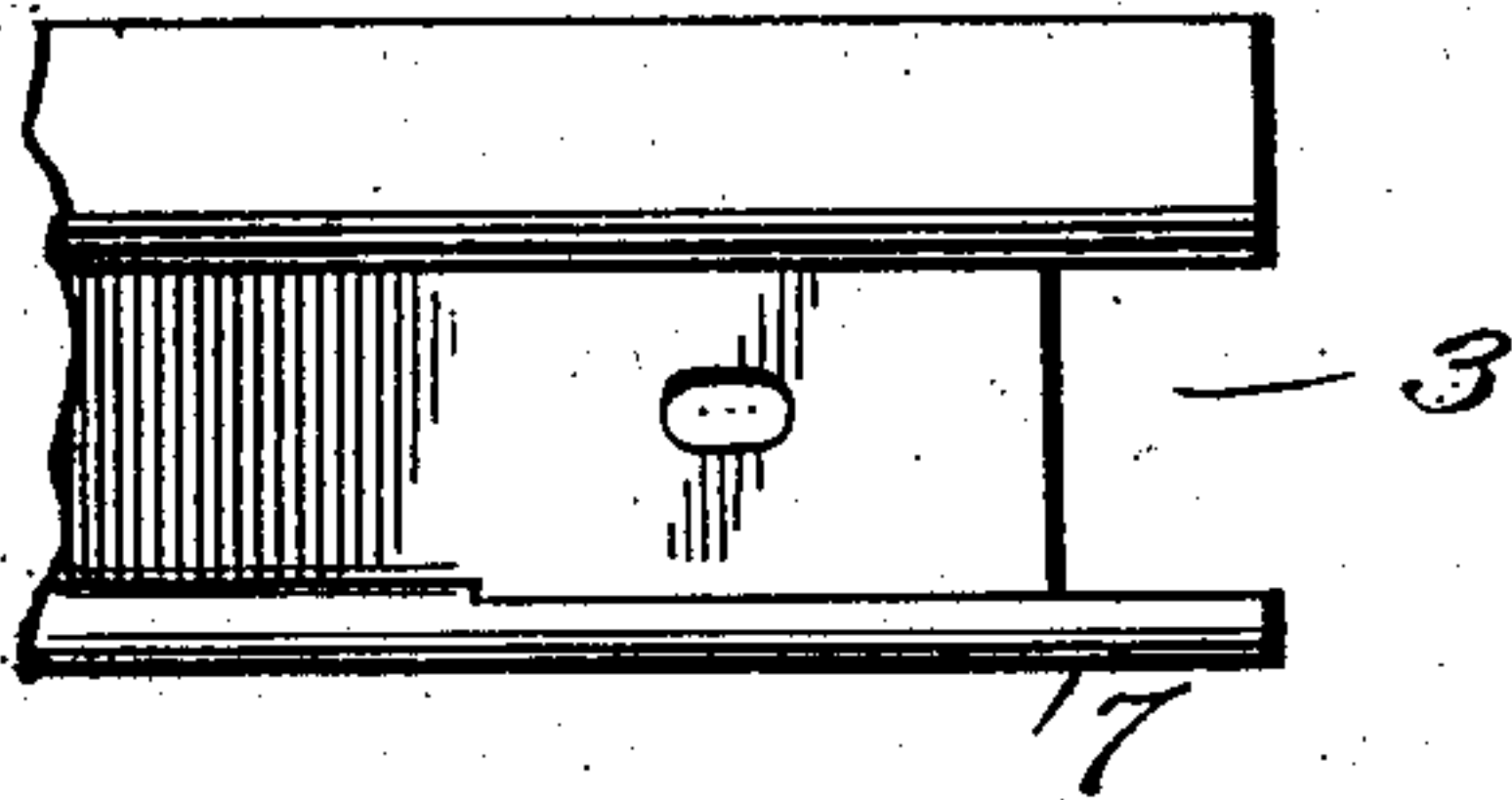


Fig. 4.

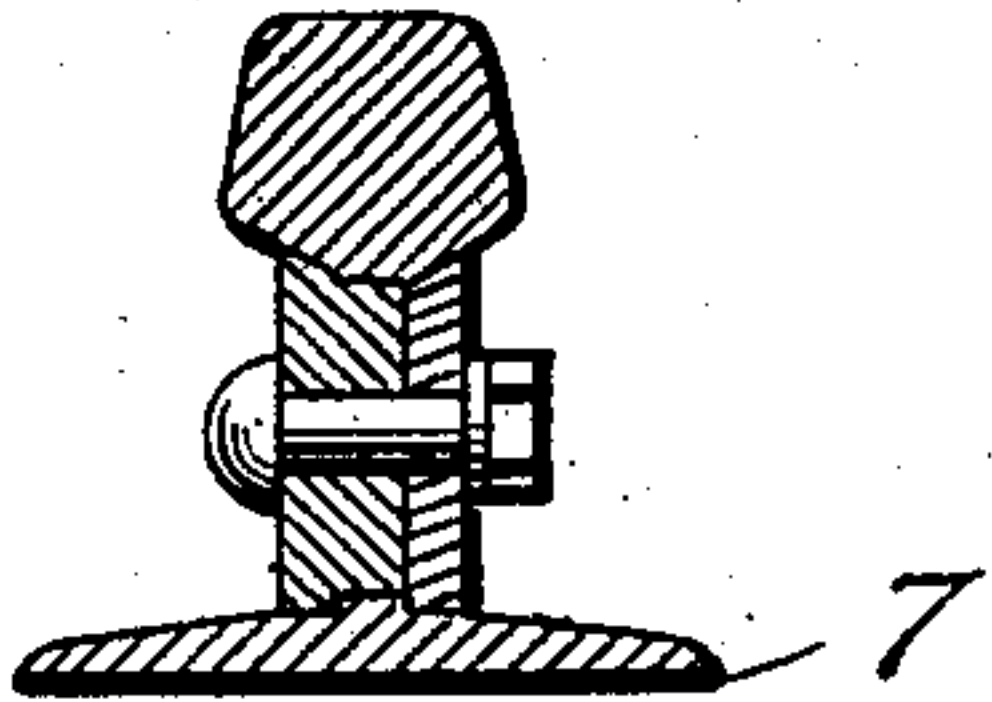


Fig. 5.

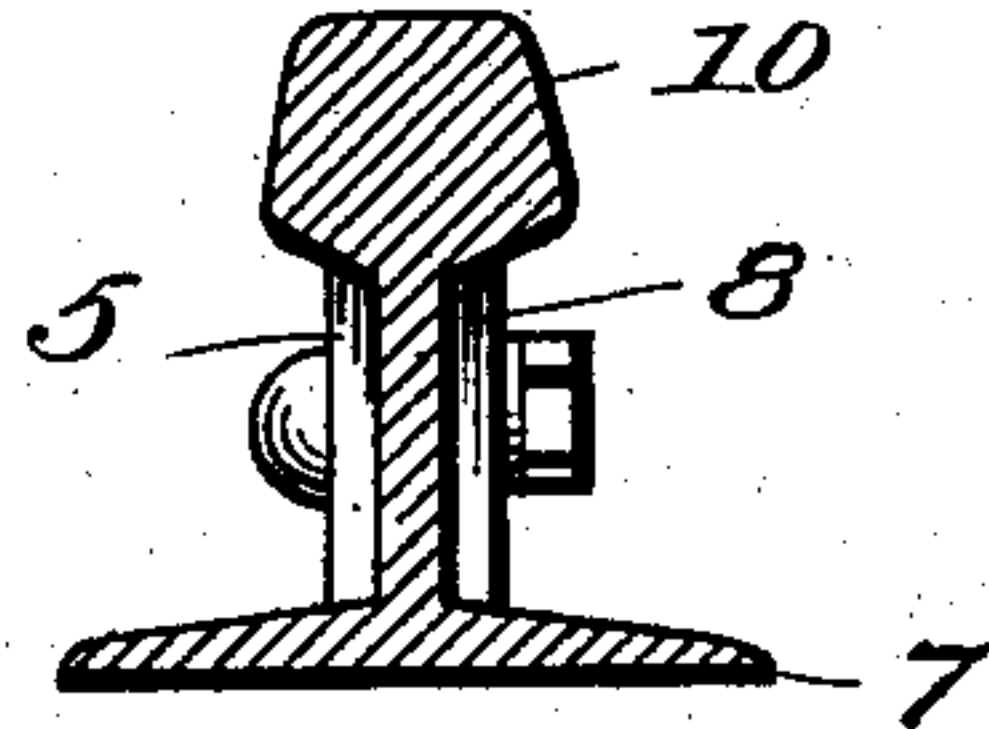
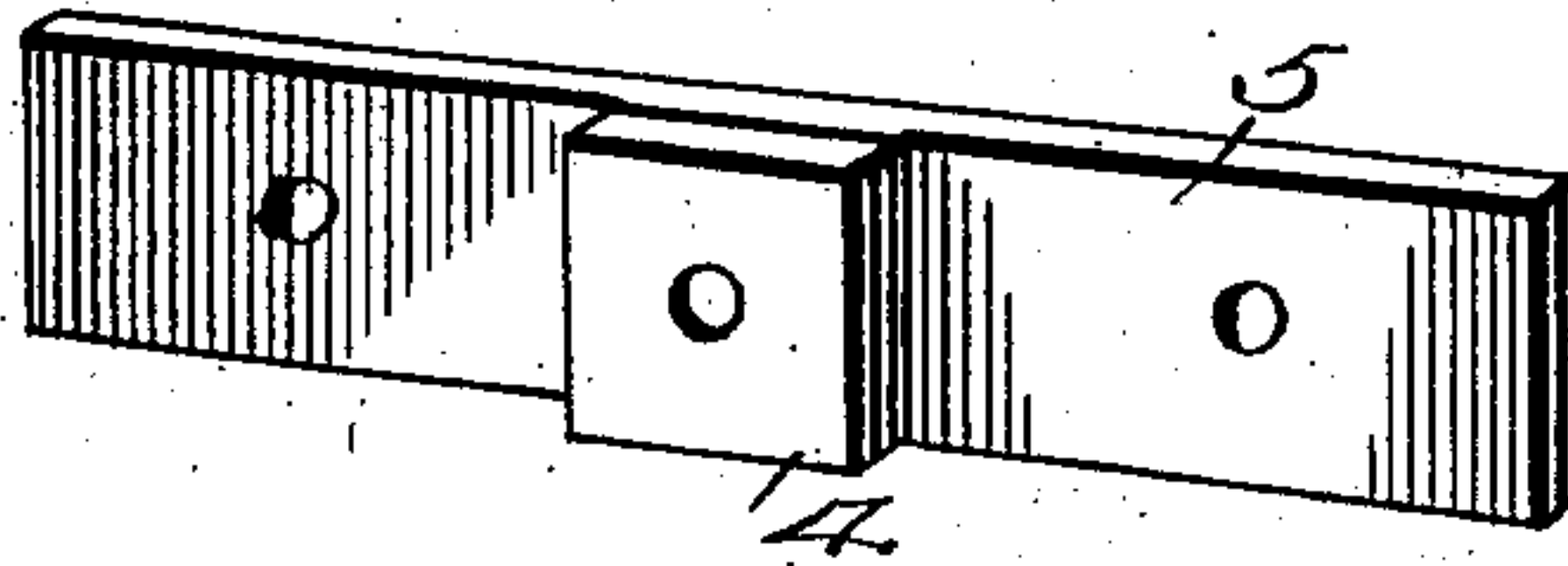


Fig. 6.



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FRANK DODSON, OF ALLEGHENY, PENNSYLVANIA.

RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 750,100, dated January 19, 1904.

Application filed October 10, 1903. Serial No. 176,550. (No model.)

To all whom it may concern:

Be it known that I, FRANK DODSON, a citizen of the United States, residing at Allegheny, in the county of Allegheny and State of Pennsylvania, 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; and its object is to provide simple and inexpensive means for fastening rails together and for supporting the ends thereof, so as to prevent pounding by car-wheels passing thereover.

With the above and other objects in view the invention consists in providing fish-plates, one of which has a projection on one face which is adapted to fit within the recesses formed in the ends of the rails. Bolts or other fastening means are employed for binding the fish-plates to opposite sides of the webs of the rails, and means are also employed for preventing longitudinal movement of the fish-plates in relation to the rails.

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

Figure 1 is a perspective view of two rails connected by means of my improved rail-joint. Fig. 2 is a side elevation thereof with one of the fish-plates removed. Fig. 3 is an elevation of one end of a rail. Fig. 4 is a section on line 4 4, Fig. 2. Fig. 5 is a section on line 5 5, Fig. 2; and Fig. 6 is a detailed view of one of the fish-plates.

Referring to the figures by numerals of reference, 1 1 are rails, the webs 2 of which are provided with recesses 3 in their ends, and these recesses are adapted to receive a block 4 or other extension formed upon one face of a fish-plate 5. This fish-plate is adapted to be fitted against one face of the web of each rail and within recesses 6, formed in the base-flanges of the rails. A second fish-plate 8 is arranged upon the other sides of the rails and is adapted to be clamped upon the block 4 by means of bolts 9, which extend through slots formed in the rails and an aperture in the said block. The ends of the recesses 6 serve to

prevent longitudinal movement of the fish-plates upon the rails and the block 4 supports the heads 10 of the rails and prevents sagging of the ends thereof and the resultant pounding by wheels passing thereover.

It will be seen that the joint is extremely simple, durable, and inexpensive in construction and not only serves to firmly fasten the rails together, but also supports them.

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 any of the advantages thereof, and I therefore reserve the right to make such changes as fairly fall within the scope of my invention.

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

1. In a rail-joint the combination with rails having recesses in the ends thereof and recesses in the base-flanges of the rails; of fish-plates upon the base-flanges and in the recesses, a projection upon one of the fish-plates seated within the end recesses, and means for binding the plates upon the rails.

2. In a rail-joint the combination with rails having registering recesses in their ends and recesses in the base-flanges of the rails; of fish-plates upon opposite sides of the rails, a projection upon one of the plates snugly fitted within the end recesses, said plates being arranged in the flange-recesses, and means for securing the plates to the rails.

3. In a rail-joint the combination with rails having registering recesses in their ends, and recesses in the base-flanges of the rails; of fish-plates upon the base-flanges and in their recesses, a projection on one of the fish-plates snugly seated within the end recesses and bolts extending through the plates and rails for securing them together.

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

FRANK DODSON.

Witnesses:

WILLIAM McVEIGH,
W. L. GARDNER.