

No. 771,180.

PATENTED SEPT. 27, 1904.

F. C. SHELLITO.  
RAIL JOINT.

APPLICATION FILED JUNE 8, 1904.

NO MODEL

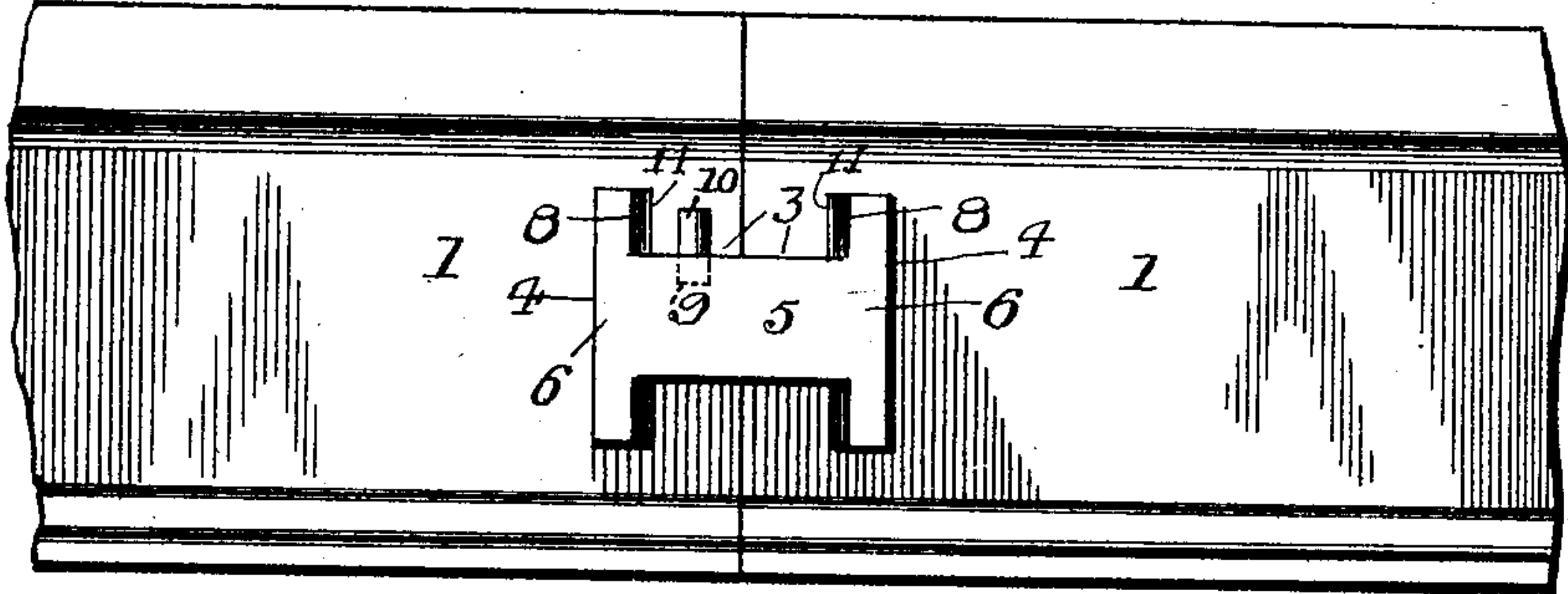


Fig. 1.

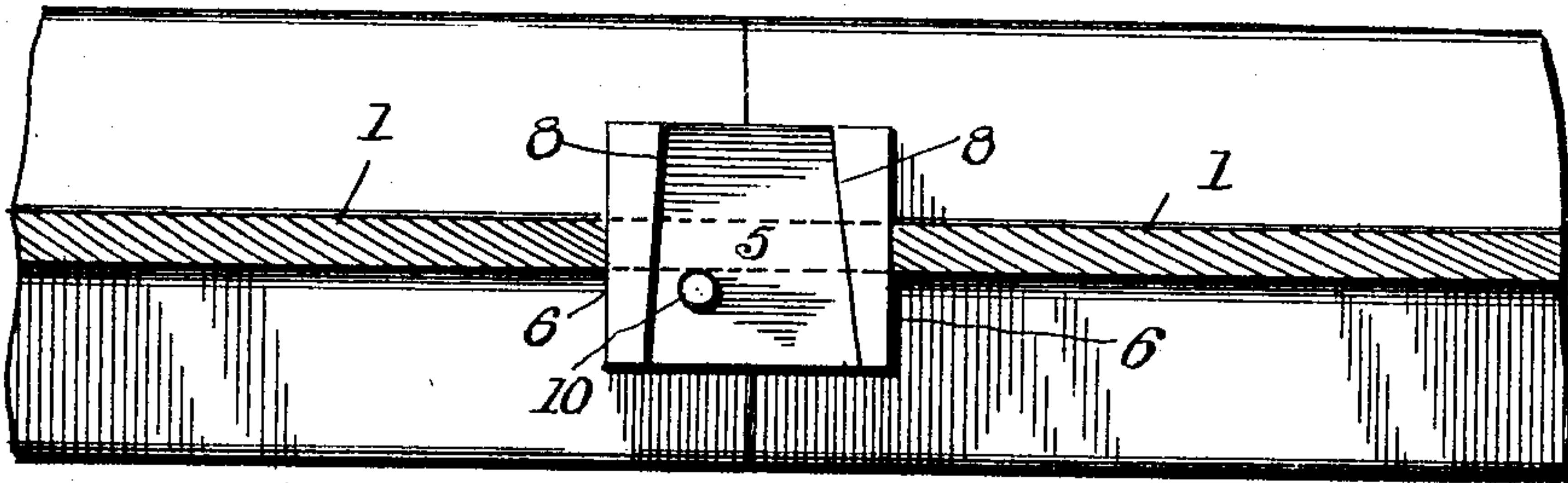


Fig. 2.

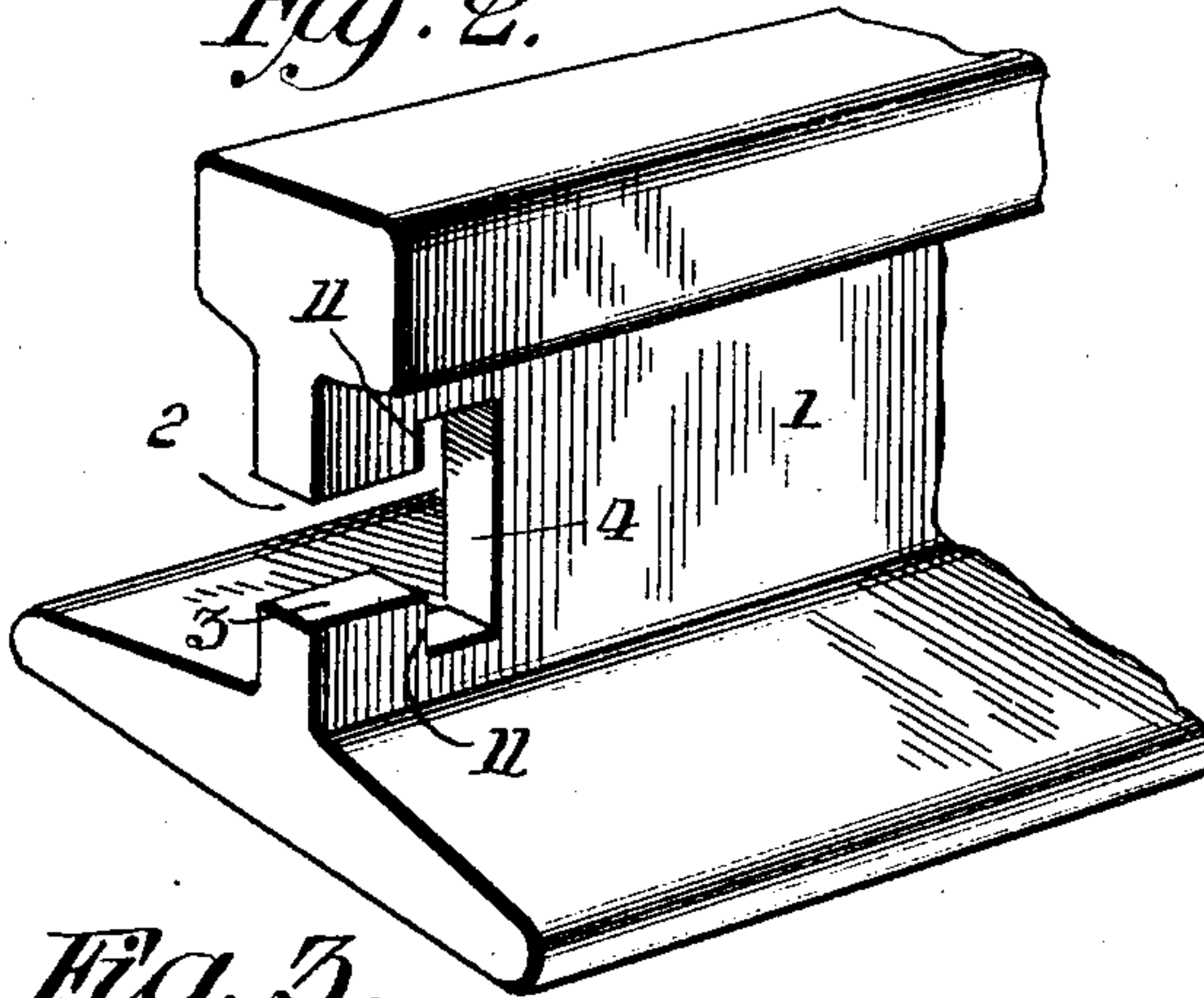


Fig. 3.

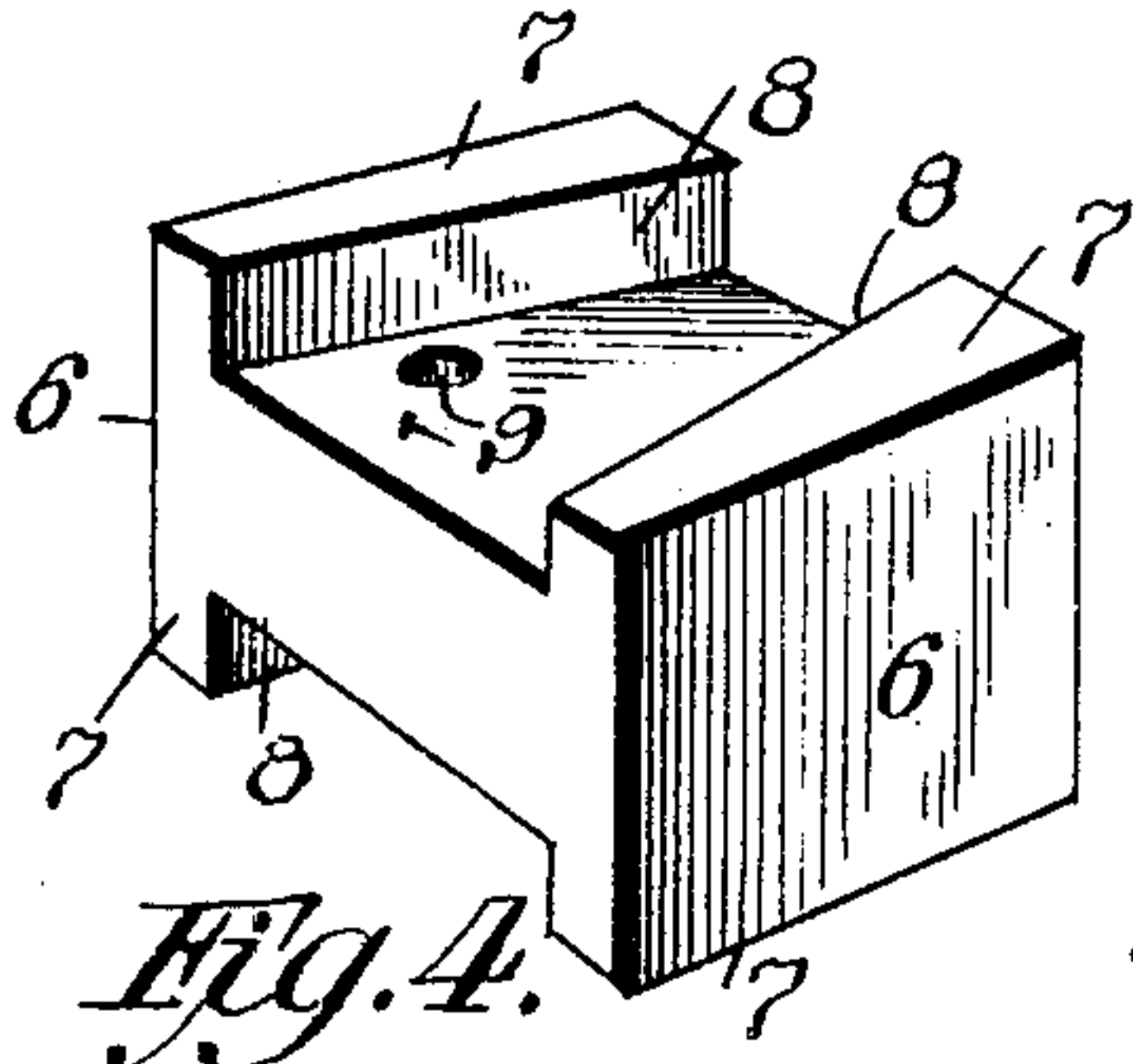


Fig. 4.

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# UNITED STATES PATENT OFFICE.

FRED C. SHELLITO, OF CARNEGIE, PENNSYLVANIA.

## RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 771,180, dated September 27, 1904.

Application filed June 8, 1904. Serial No. 211,658. (No model.)

*To all whom it may concern:*

Be it known that I, FRED C. SHELLITO, a citizen of the United States of America, residing at Carnegie, in the county of Allegheny 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 has relation to rail-joints, and has for its object the provision of novel means for connecting the ends of two rails together in a substantial and firm manner, whereby they will be prevented from becoming disengaged from each other.

Another object of my invention is to provide a rail-joint wherein fish-plates, nuts, and bolts are entirely dispensed with, reducing the expense of manufacturing my improved rail-joint to a minimum, at the same time maintaining a strong and durable construction which will be highly efficient when used.

Briefly described, I form my improved joint by cutting a T-shaped slot in the web portions of the end of the rails to be secured together, and in said slots I secure an I-shaped block, the inner face of the heads of said block being beveled to engage the T-shaped slots of the rail-sections, and to firmly hold the two sections in engagement with each other a pin is inserted in the block to prevent the same from becoming disengaged from the rail-sections.

The construction above described will be hereinafter more fully set forth in detail, and referring to the drawings accompanying this application like numerals of reference indicate like parts throughout the several views, in which—

Figure 1 is a side elevation of my improved rail-joint. Fig. 2 is a longitudinal sectional view through the web portion of the rails, showing the locking-block in top plan view. Fig. 3 is a detail perspective view of the slotted end of one of the rails, and Fig. 4 is a detail perspective view of the locking-block.

In describing my invention in detail I employ any form or weight of rail now commonly used, and in Fig. 1 of the drawings I have shown the ends of two rail-sections as being

joined together, and in the web portion 1 of each rail-section I provide a T-shaped slot 2, this slot being formed at the end of the rail-sections, said slot having a horizontal portion 3, which is approximately parallel to the head of the rail, and a vertical portion 4, forming the T-shaped head of the slot. The locking-block, as shown in Fig. 4 of the drawings, consists of a horizontal portion 5, upon each end of which is a T-shaped head 6 6, and the inner faces of the flanges 7 7, formed by the T-shaped heads, are beveled, as indicated at 8 8. In the top of the horizontal portion 5 and preferably nearer one edge than the other I form a recess 9, in which when the two rail-sections have been secured together a pin 10 is placed to lock the block within the T-shaped slots 2.

When it is desired to secure two rail-sections together, the locking-block is placed within the T-shaped slots, the horizontal portion 5 of the block engaging in the horizontal portions 3 of each of the rail-sections and the T-shaped heads 6 6 engage in the vertical portions 4 of the T-shaped slots, and upon the block being forced into said slots the beveled faces 8 8 will engage the sides 11 11 of the vertical portion of each slot, forcing the two rail-sections into engagement and firmly holding the rail-sections together, at which time the pin 10 is inserted in the recess 9 of the horizontal portion 5 of the block, whereby said block will be locked within the web portions of the rail-sections and prevented from becoming disengaged from the rails.

It will be observed by my improved rail-joint that nuts and bolts and the well-known form of fish-plates are entirely dispensed with and my improved locking-block employed for securing the rail-sections together where these fish-plates, nuts, and bolts were generally used, it being apparent from the above construction described that it will be impossible for the two rail-sections to become disjoined and occasion an accident when the rolling-stock passes over the same.

It will be noted that various changes may be made in the details of construction without departing from the general spirit and scope of the invention.



What I claim, and desire to secure by Letters Patent, is—

1. In a rail-joint, the combination with two rail - sections, said rail - sections having **T**-shaped slots formed therein, an **I**-shaped block having beveled heads and adapted to engage the sides of the **T**-shaped slots, and means for securing said **I**-shaped block in said slots, substantially as described.
2. In a rail-joint, the combination with two rail-sections, each section having a **T**-shaped slot formed in its end, an **I**-shaped block adapted to engage in said slots, beveled portions carried by said block, and a transversely-disposed pin for locking said block within said slots.
3. In a rail-joint, the combination with two rail - sections, said rail - sections having **T**-shaped slots formed in their web portions, an **I**-shaped block adapted to engage the **T**-shaped slots of each section, said block having a recess formed therein, adapted to receive a pin for locking said block within the **T**-shaped slots of the rail-sections.
4. In a rail-joint, the combination with two sections of rail, the web portions of said rails

having **T**-shaped slots formed therein, an **I**-shaped block adapted to engage in the slot of each rail-section, said block having beveled surfaces to engage in said slots, said block having an aperture formed therein, and a pin adapted to engage in said aperture, substantially as described.

5. In a rail-joint, the combination with two rail - sections, said rail - sections having **T**-shaped slots formed in their web portions, a wedge-shaped block adapted to engage in said slots.

6. In a rail-joint, the combination with two rail - sections, said rail - sections having **T**-shaped slots formed in their web portions, an **I**-shaped block adapted to engage in said slots and lock said sections together, the heads of said block being beveled on the inner sides in opposite directions, substantially as described.

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

FRED C. SHELLITO.

Witnesses:

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K. H. BUTLER.