

No. 774,606.

PATENTED NOV. 8, 1904.

J. W. SCHLEGEL.
RAIL JOINT.

APPLICATION FILED JULY 26, 1904.

NO MODEL.

Fig. 1.

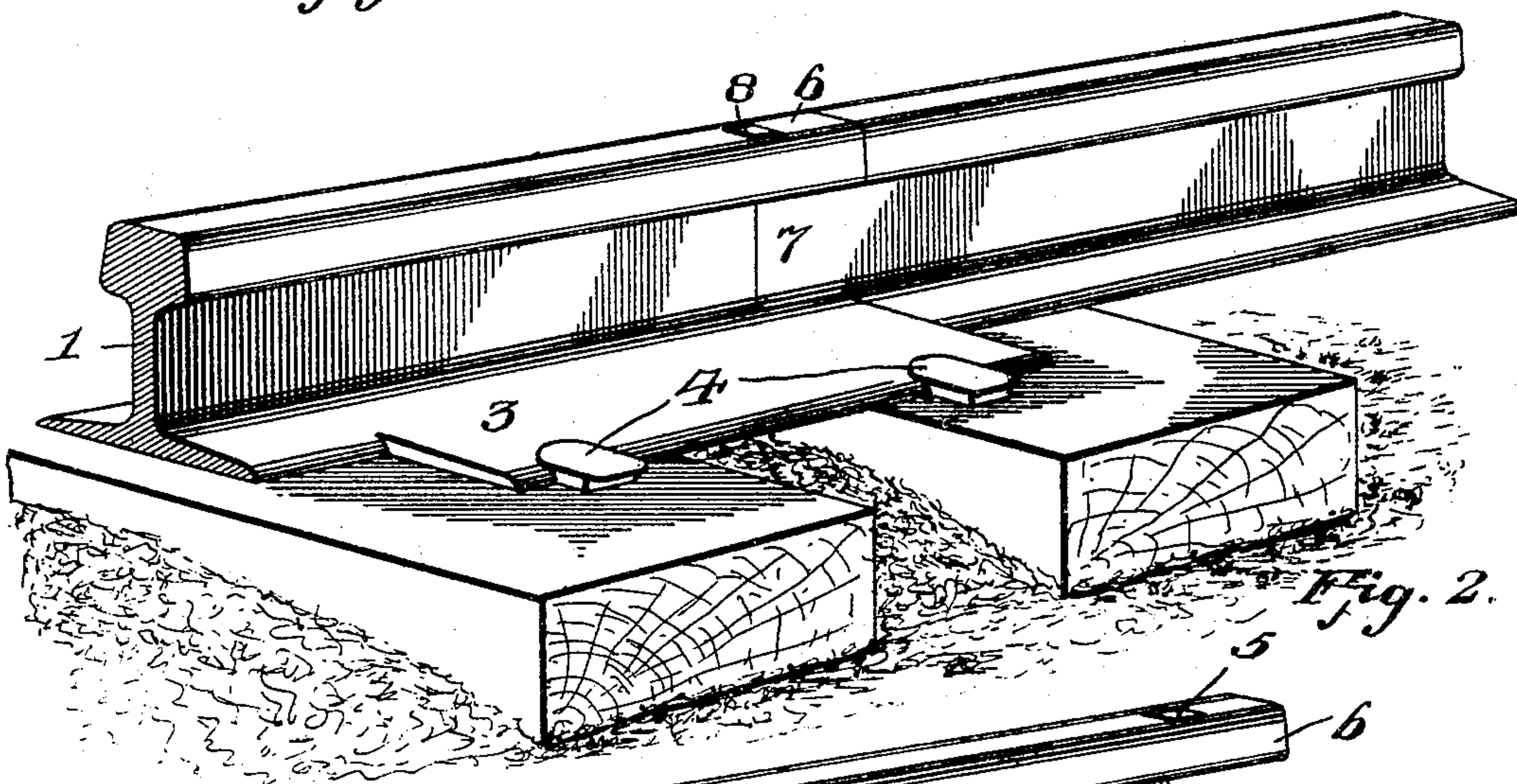


Fig. 2.

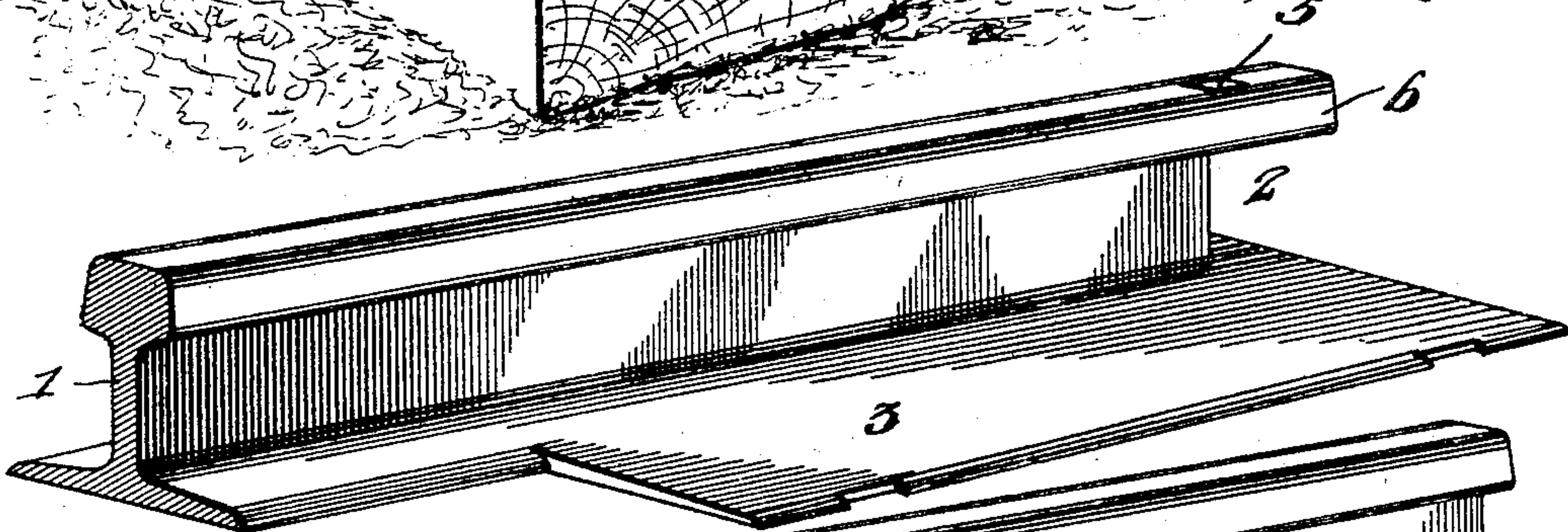


Fig. 3.

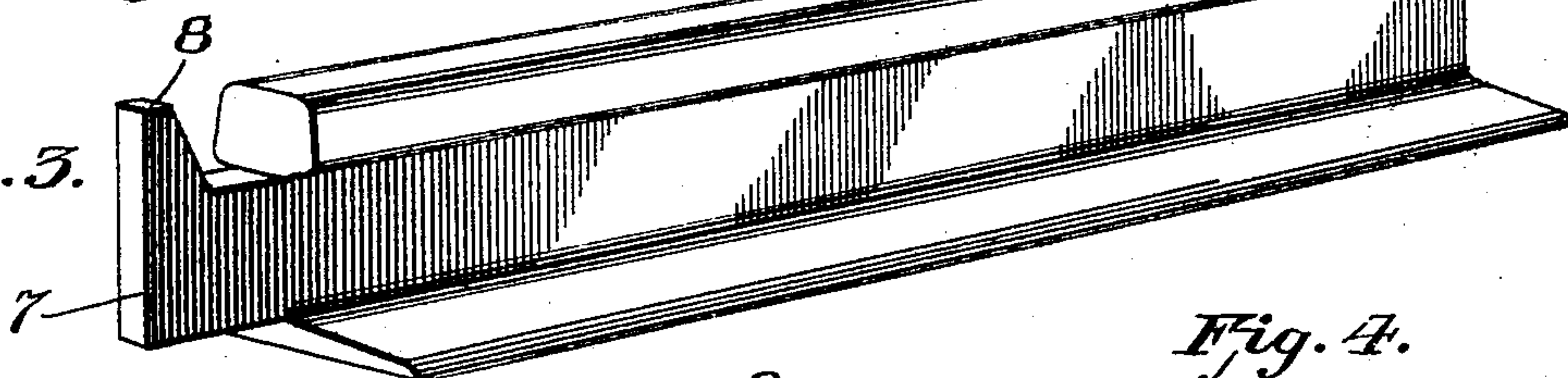
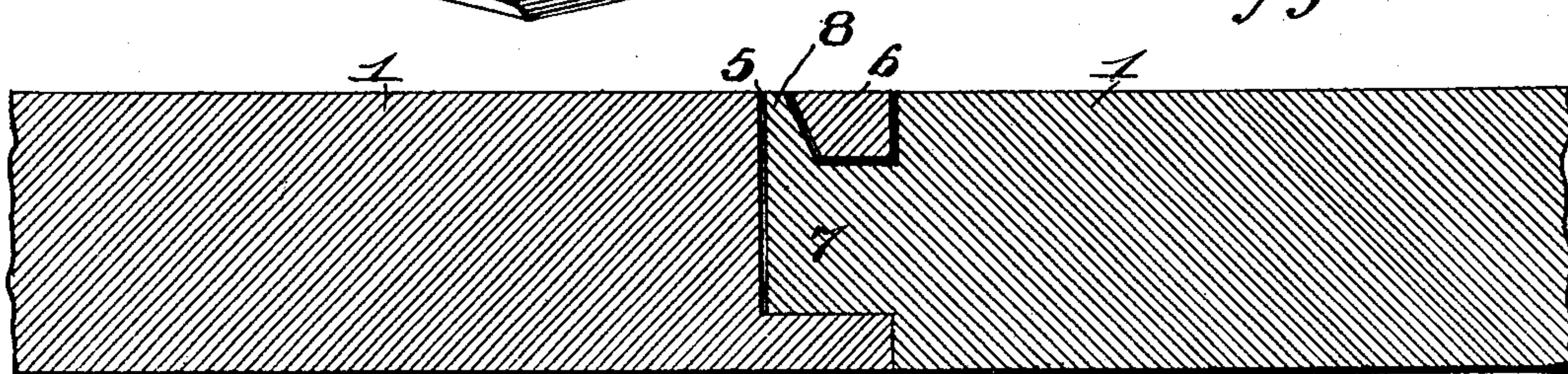


Fig. 4.



Inventor

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UNITED STATES PATENT OFFICE.

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RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 774,606, dated November 8, 1904.

Application filed July 26, 1904. Serial No. 218,251. (No model.)

To all whom it may concern:

Be it known that I, JOHN WILLIAM SCHLEGEL, a citizen of the United States, residing at Storms Station, in the county of Ross and State of Ohio, have invented new and useful Improvements in Rail-Joints, of which the following is a specification.

This invention relates to rail-joints, and has for its object to provide rails having their ends constructed in a particular manner, whereby they may be securely fastened together without the necessity of employing fish-plates, bolts, or other like securing devices.

Another object is to so form the rails as to permit them to interlock at their abutting ends, and thereby prevent pounding by the wheels passing over them.

With the above and other objects in view the invention consists of a rail having its web cut away at one end and an aperture formed within the projecting portion of the rail-head. Lateral extensions are formed integral with the base-flanges at points adjoining the cut-away portion of the web. The head and base flanges of the rail are removed at the other end thereof, and the projecting portion of the web has a lug thereon for a purpose hereinafter more fully described.

The invention also consists in the further novel construction and combination of parts hereinafter more fully described, and pointed out in the claims.

In the accompanying drawings I have shown the preferred form of my invention.

In said drawings, Figure 1 is a perspective view showing two rails connected by means of my improved joint. Fig. 2 is a perspective view of one end of a rail constructed in accordance with my invention. Fig. 3 is a similar view of the other end of the rail, and Fig. 4 is a central longitudinal section through the joined ends of two rails.

Referring to the figures by reference-numerals, 1 is a rail, the web of which is cut away at one end, as shown at 2, and lateral extensions 3 are formed integral with the base-flanges at this end of the rail and are adapted to be engaged by spikes 4 or other suitable rail-securing devices. An aperture

5 extends through the projecting portion 6 of the rail-head. The web of the rail projects from the other end thereof to form a tongue 7, and this tongue has a lug 8, extending upward at its free end with its inner face inclined or beveled to enable the lug to fit securely within the aperture 5.

It will be understood that all of the rails are to be constructed in the manner above described. When it is desired to secure them together, the tongues 7 are inserted between the projecting heads and base-flanges and the lugs 8 placed in the apertures 5. To do this, it is necessary to incline the rails until the lugs 8 can be brought into position within the apertures. The rails are then moved downward into alinement, and the only securing devices necessary are the spikes ordinarily employed.

The lateral extension 3 serves to strengthen the rails at their points of connection and form solid bases, so as to prevent the rails from twisting or becoming accidentally displaced.

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 may fall within the scope of my invention.

Having thus described my invention, what I claim is—

1. A rail having a projecting web at one end, a lug upon the projecting web, and a projecting head and base at the other end of the rail, said head having an aperture.

2. A rail having a projecting web at one end, and a lug extending from the projecting web, having an inclined inner face, and a projecting head and base at the other end of the rail, said head having an aperture similar in area and contour to the lug.

3. A rail having a projecting web at one end and a tapered lug extending from said web, and a projecting head and base at the other end of the rail, said head having a tapered aperture therein, and lateral extensions integral with the base of the rail adjacent to the projecting portion of the base.

4. A rail having a projecting web at one
end and a lug extending from said web, and a
projecting head and base at the other end of
the rail, said head having an aperture therein,
5 and lateral extensions integral with the base
of the rail adjacent to the projecting portion
of the base.

5. In a rail-joint the combination with the
rail having a projecting head and base, said
10 head being provided with an aperture, and lat-
eral extensions integral with the base of the
rail; of a second rail abutting thereagainst, a
projecting web integral with said second rail
and seated between the projecting base and

head, and a lug upon the projecting web and 15
extending into the aperture.

6. A rail having a projecting web at one
end provided with a lug, and a second rail hav-
ing at one end a projecting head and base, said
head being provided with an aperture for the 20
reception of the lug.

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

JOHN WILLIAM SCHLEGEL.

Witnesses:

M. GUNNING,
LOUIS M. DAY.