

No. 819,732.

PATENTED MAY 8, 1906.

R. D. CREAL.
RAILWAY RAIL JOINT.
APPLICATION FILED JAN. 26, 1906.

Fig 1

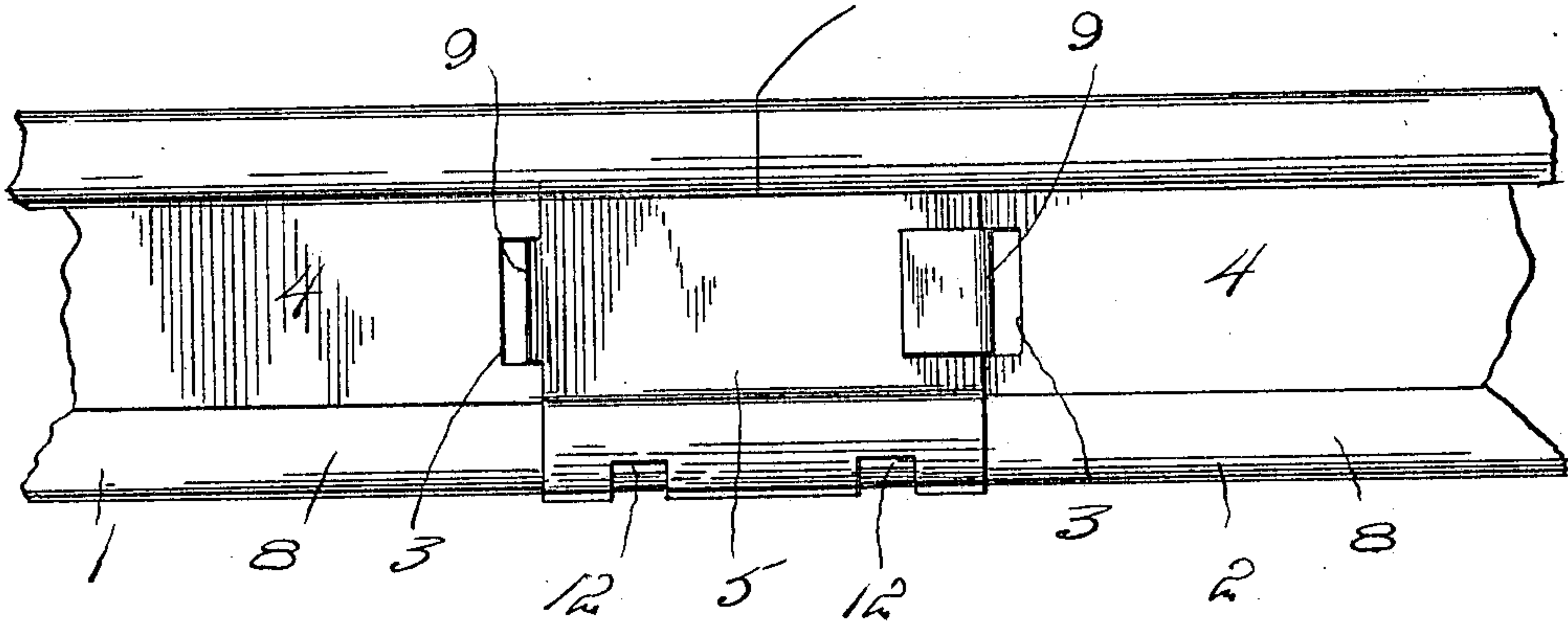


Fig 2

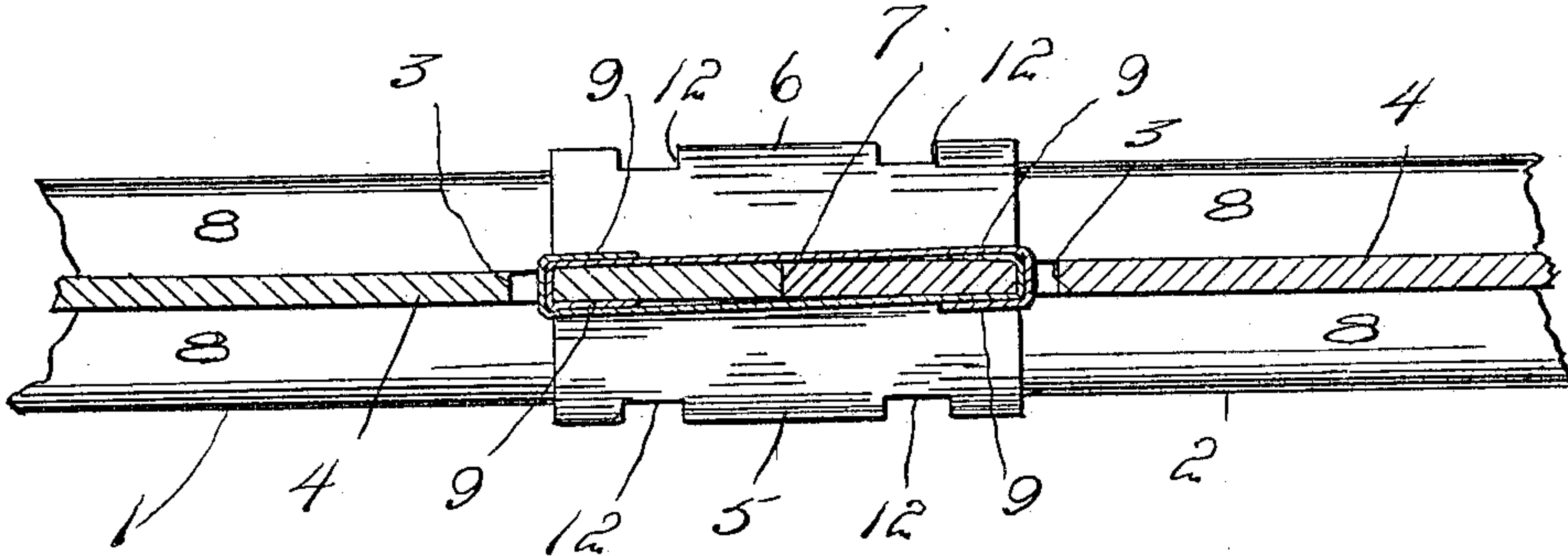
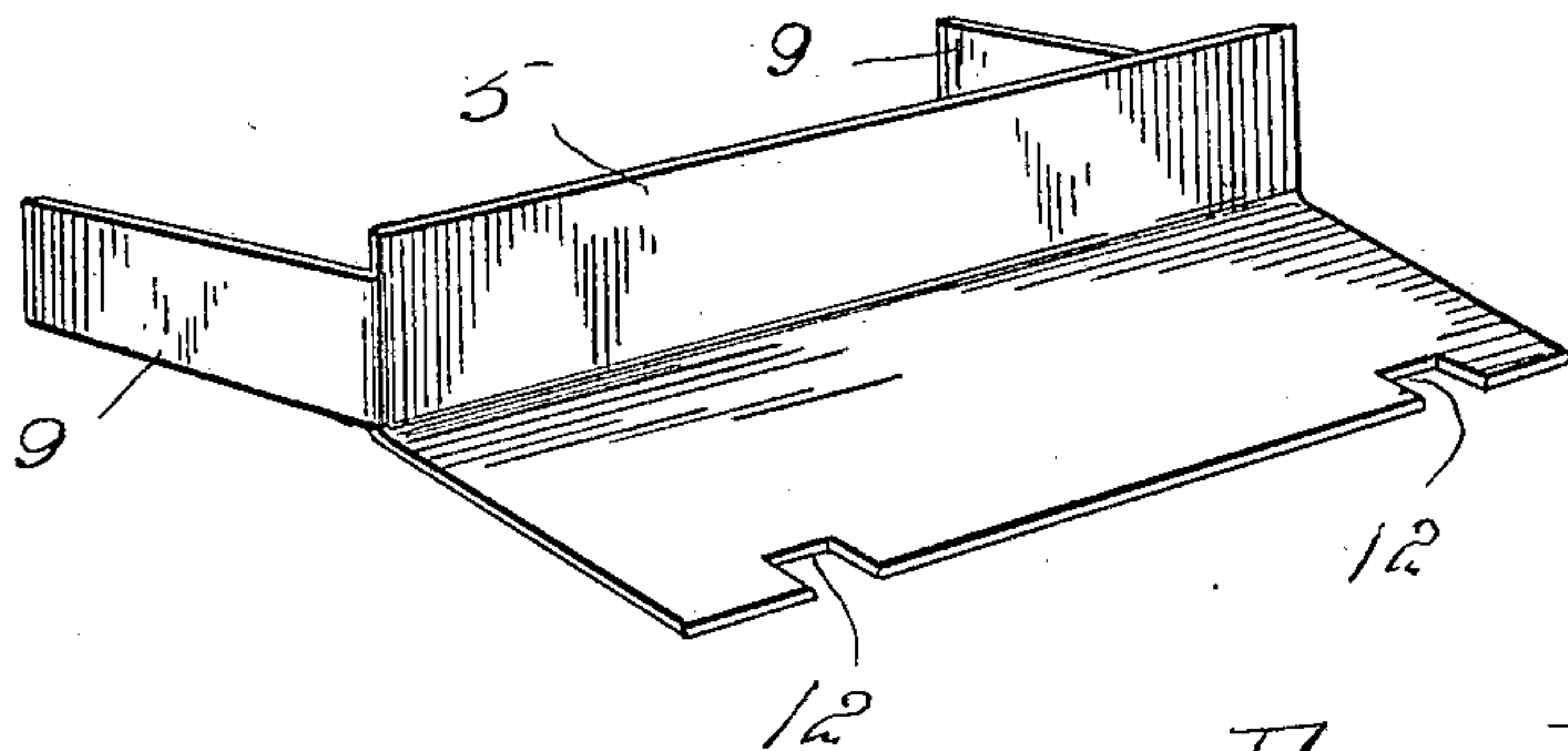


Fig 3



Witnesses
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UNITED STATES PATENT OFFICE.

RANSOM D. CREAL, OF SINGER, LOUISIANA.

RAILWAY-RAIL JOINT.

No. 819,732.

Specification of Letters Patent.

Patented May 8, 1906.

Application filed January 25, 1906. Serial No. 297,850.

To all whom it may concern:

Be it known that I, RANSOM D. CREAL, a citizen of the United States, residing at Singer, in the parish of Calcasieu, State of Louisiana, have invented certain new and useful Improvements in Railway-Rail Joints; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention has relation to railway-rail joints for connecting the adjacent ends of two rails in such manner as to keep them from separating unduly.

It is the object of the invention to provide means for the purpose mentioned which shall embrace a pair of fish-plates in structure and function the same as the fish-plates so generally employed and which in addition shall be provided at their ends with tongues adapted to be passed through apertures in the web of the rail in opposite directions and bent in such manner as to clench the fish-plates in place across the joint of the rails and prevent the latter from spreading.

The nature of the invention has been indicated in the statement of its object and will be more clearly set forth hereinafter, reference being had to the accompanying drawings, forming a part of this specification, in which similar figures of reference designate similar parts or features, as the case may be, wherever they occur.

Of the drawings, Figure 1 is a side elevation of the rail-joint. Fig. 2 is a horizontal section through the webs of the rails. Fig. 3 is a perspective view of one member of the joint.

In the drawings, 1 and 2 designate the ends of two rails to be joined, each of which is provided with an elongated aperture 3, formed through its web 4 near the end of the rail. The fish-plates 5 and 6 are formed to extend across the joint 7 and to fit the sides of the web 4 and inclined sides 8 of the base when placed in position thereagainst. Each fish-plate has a tongue 9 projecting from each end, which tongues are disposed so as to be extended through the apertures 3 in the web in opposite directions, one lapping on the other in the aperture and the ends being bent in-

ward or toward the joint, and the said ends may be of such a length that a hole may be formed through them. The fish-plates may be of such a length as to permit one or more bolts to be passed through the fish-plates and web of the rail between the bolt and the end of each rail. These latter bolts are not represented in the drawings, but the explanation thereof just given will enable those skilled in the art to understand the same. The edge of the part of the fish-plates that extends over the inclined base of the rail is notched, as at 12, corresponding to the notches in the edges of the base for the reception of the usual spikes for fastening the plates and base to the ties.

By my invention the ends of two rails may be joined so that they will to all intents and purposes act as one. The plates are formed from steel or other metal which permits of its being bent without breaking.

I claim—

1. In a railway-rail joint, the combination with the rails having apertures formed through their webs near their ends, of fish-plates constructed with tongues at their ends adapted to be passed through the said apertures in opposite directions, overlapping each other in said apertures and the extended ends of the tongues being bent inward toward the joint, clenching the fish-plates in position.

2. In a railway-rail joint, the combination with the rails having apertures formed through their webs near their ends, of fish-plates constructed with tongues at their ends adapted to be passed through the said apertures in opposite directions, overlapping each other in said apertures, and the extended ends of the tongues being bent inward toward the joint, clenching the fish-plates in position, the fish-plates being, moreover, extended at their lower edges to cover the inclined sides of the base of the rail and provided with notches at their lower edges.

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

RANSOM ^{his} × D. CREAL.
mark

Witnesses:

J. E. MOORE,
J. C. MEADOWS.