

No. 835,070.

PATENTED NOV. 6, 1906.

W. A. KELLY.
RAIL JOINT.
APPLICATION FILED JUNE 18, 1906.

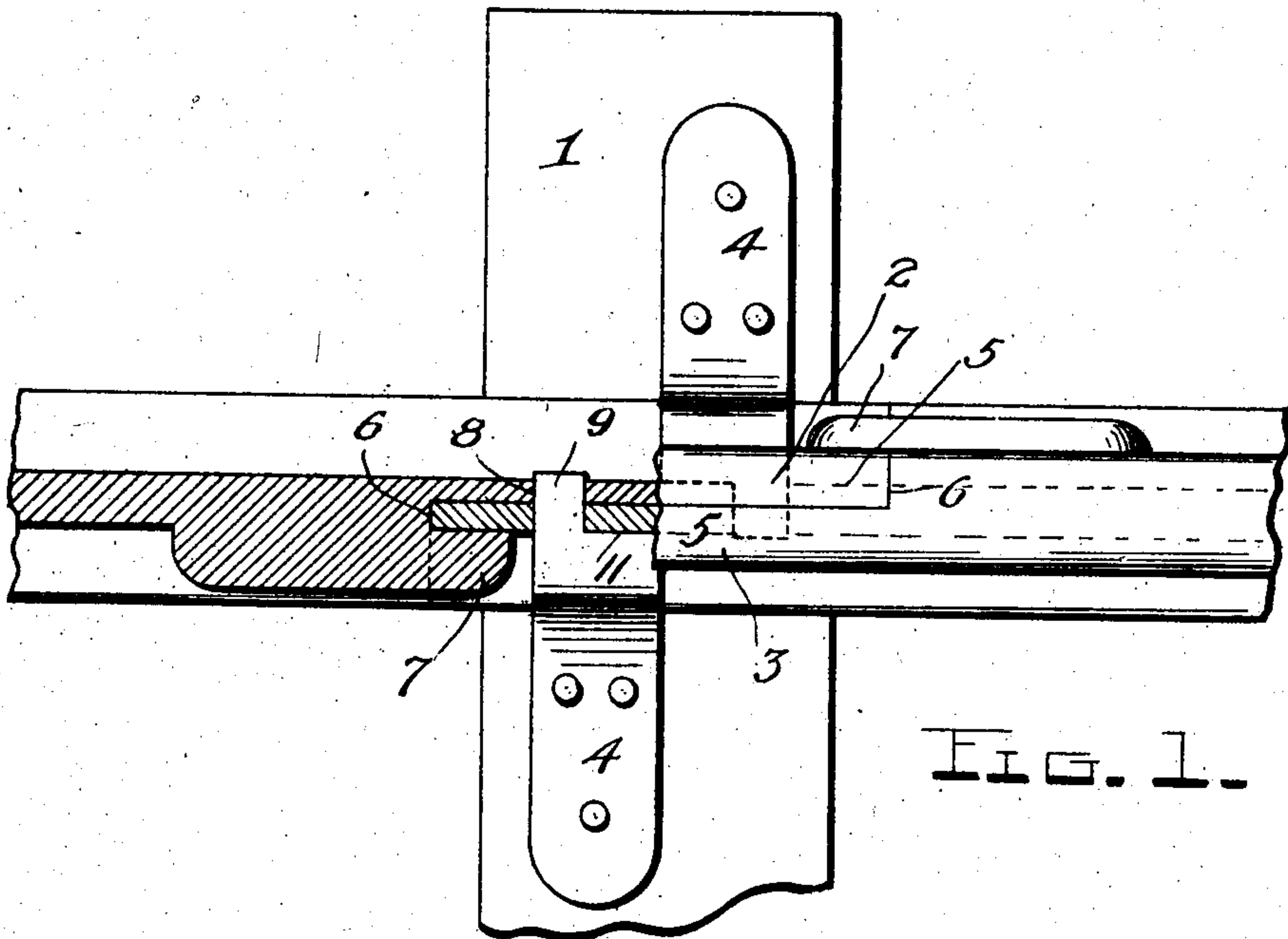


FIG. 1.

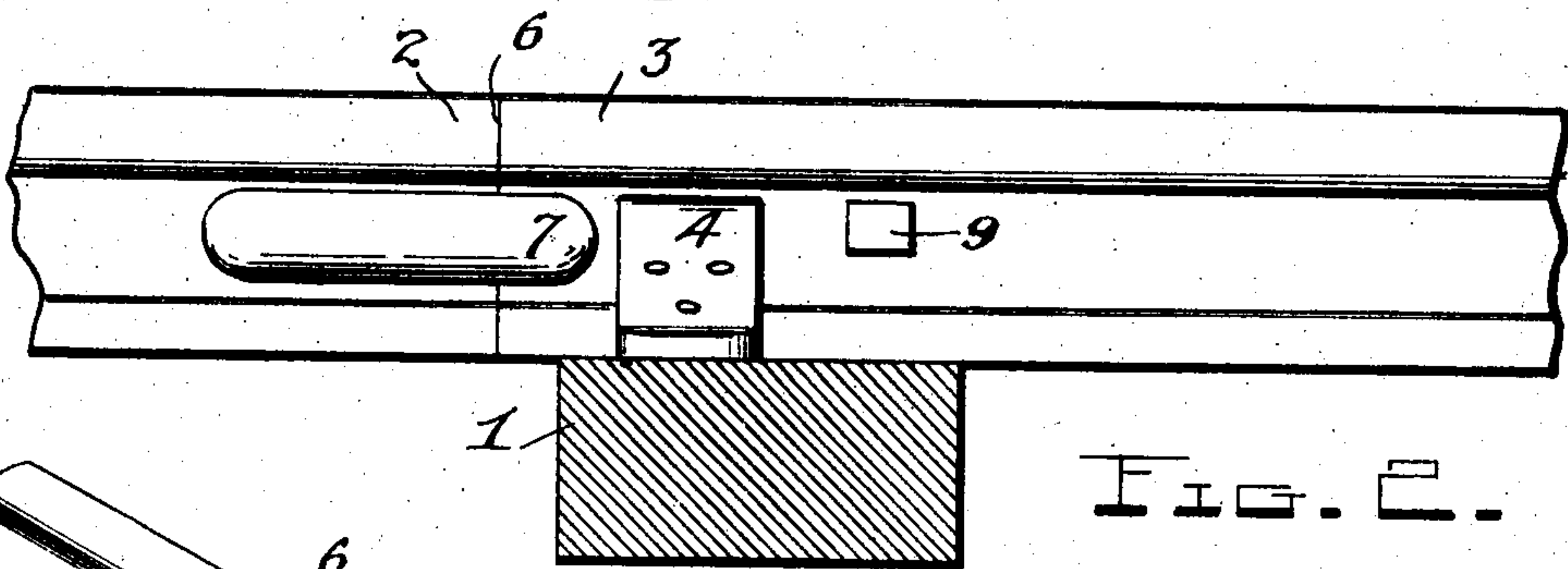


FIG. 2.

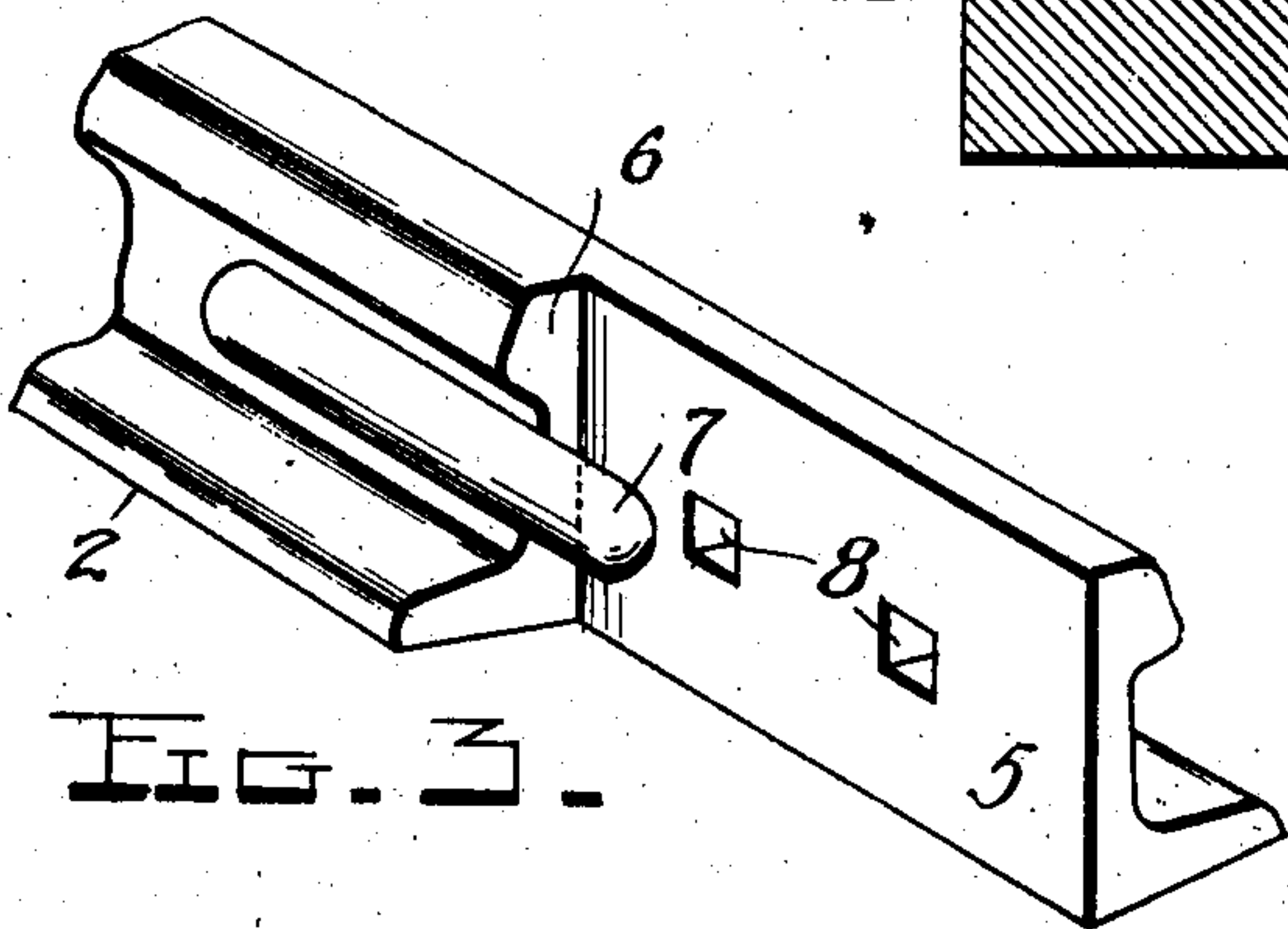


FIG. 3.

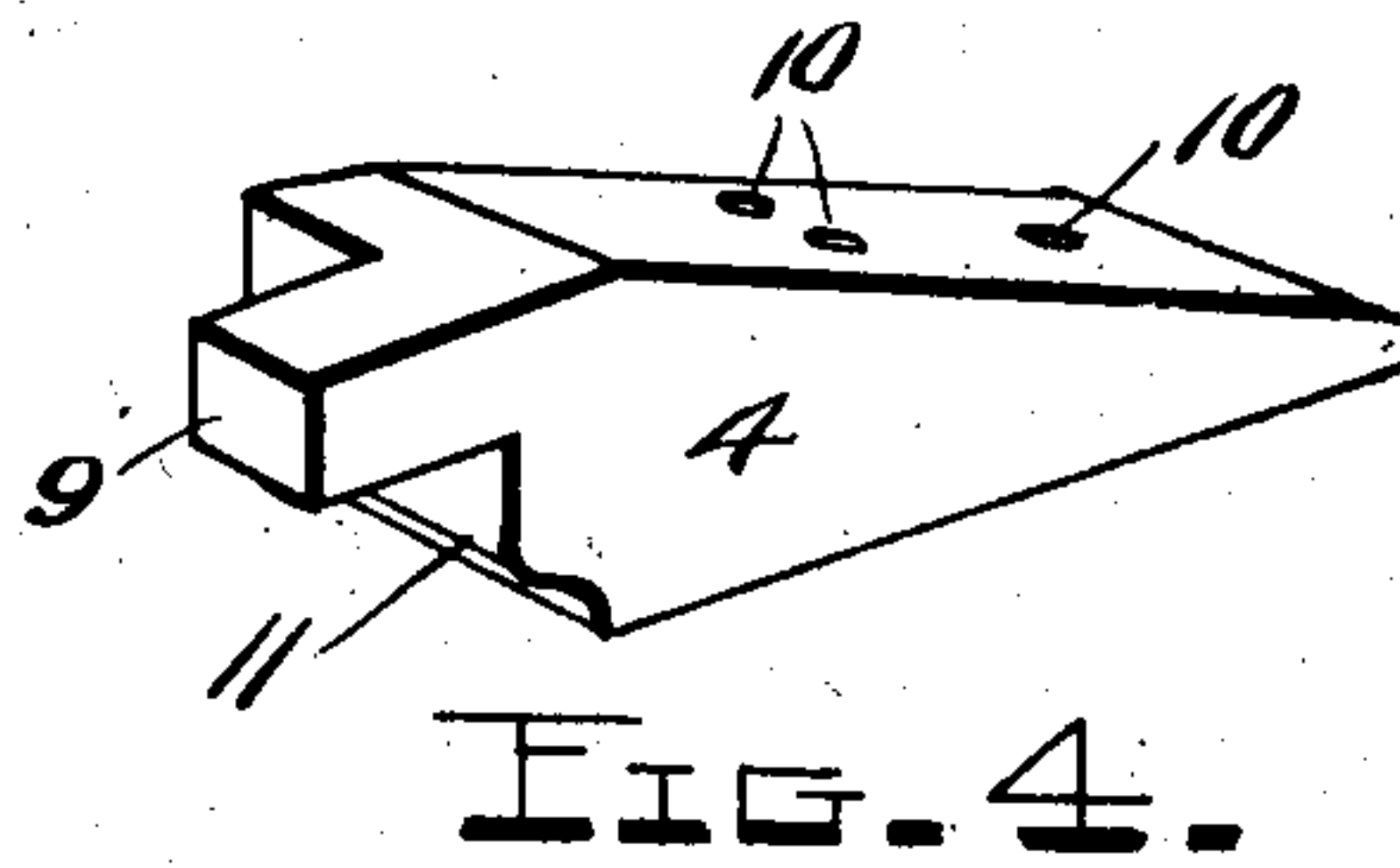


FIG. 4.

Witnesses

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WILLIAM AMOS KELLY, OF DUNMORE, WEST VIRGINIA.

RAIL-JOINT.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, WILLIAM AMOS KELLY, a citizen of the United States, residing at Dunmore, in the county of Pocahontas and State of West Virginia, have invented certain new and useful Improvements in Rail-Joints; and I do 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.

My invention relates to improvements in joints for track-rails; and it consists in the novel construction, combination, and arrangement of parts hereinafter described and claimed.

The object of the invention is to provide a simple, durable, and comparatively inexpensive joint or fastening of this character which will dispense with the use of fish-plates and bolts and which will hold the track-rails firmly and securely in position.

The above and other objects, which will appear as the nature of the invention is better understood, are accomplished by the construction illustrated in the accompanying drawings, in which—

Figure 1 is a top plan view, with parts in section, of the meeting ends of two rails, showing them secured together in accordance with my invention. Fig. 2 is a side elevation of the same. Fig. 3 is a perspective view of one end of one of the track-rails, and Fig. 4 is a perspective view of one of the chairs or fastening devices.

Referring to the drawings by numeral, 1 denotes a cross-tie, 2 3 the abutting ends of two track-rails, and 4 my improved fastening devices or chairs. Each of the track-rails has its ends cut away or recessed upon one side, so as to provide a projecting portion 5, having a flat vertical inner side, at the inner end of which is a shoulder 6. Upon the cut-away sides of the track-rails are provided longitudinally-extending lugs 7, which are preferably formed by integral enlargements upon the web portions of the rails. This lug or tongue 7 projects beyond the adjacent shoulder 6 and is adapted to receive between its inner face and the inner face of the extended end portion 5 of the rail the corresponding portion 5 upon the next adjacent rail. In the extended end portion 5 are formed transversely-alining openings or apertures 8, which are adapted to receive projections 9, formed upon the chairs or fastening devices 4. One of these chairs 4 is prefer-

ably provided upon each side of the joint and is spiked upon the cross-tie 1 by spikes driven through apertures 10, formed in its tapered outer portion. Its inner end 11 is shaped to fit the web portion and base-flange of the track-rail, as shown. It will be noted that these chairs not only fasten the track-rails firmly upon the cross-ties at the joint, but also secure them together, the projections 9 taking the place of bolts and the portion 6 and the tongues or projections 7 taking the place of the usual fish-plates. The joint is of simple and durable construction and may be produced at a comparatively small cost.

From the foregoing description, taken in connection with the accompanying drawings, the construction, operation, and advantages of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of the invention as defined by the appended claims.

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

1. A rail-joint comprising track-rails having their abutting ends recessed and overlapping and formed with transverse alining openings, and chairs for securing said track-rails together and upon a base, said chairs having projections to enter the openings in said track-rails.

2. A rail-joint comprising track-rails having their abutting ends recessed and overlapping and formed with transverse alining openings, tongues or projections upon each of said track-rails to engage the end of the other, and chairs for securing said track-rails together and upon a base, said chairs having projections to enter the openings in said track-rails.

3. A rail-joint comprising rail-sections having their abutting ends recessed and overlapping and formed with transverse alining openings, an integral lug or projection upon the web portion of each of said rails to engage the end of the abutting rail, and chairs disposed upon opposite sides of the joint and having their inner ends shaped to engage the track-rails and formed with projections to enter the transverse alining openings in said rail.

4. A rail-joint comprising rail-sections
having their abutting ends recessed and over-
lapping and formed with transverse alining
openings, an integral lug or projection upon
5 the web portion of each of said rails to engage
the end of the abutting rail, chairs disposed
upon opposite sides of the joint and having
their inner ends shaped to engage the track-
rails and formed with projections to enter the
10 transverse alining openings in said rails, and

means for fastening said chairs upon a cross-
tie.

In testimony whereof I have hereunto set
my hand in presence of two subscribing wit-
nesses.

WILLIAM AMOS KELLY.

Witnesses:

C. E. PRITCHARD,
C. W. RIDER.