

W. KOLLING & A. FISCHER.

BAIL JOINT.

APPLICATION FILED AUG. 28, 1908.

914,849.

Patented Mar. 9, 1909.

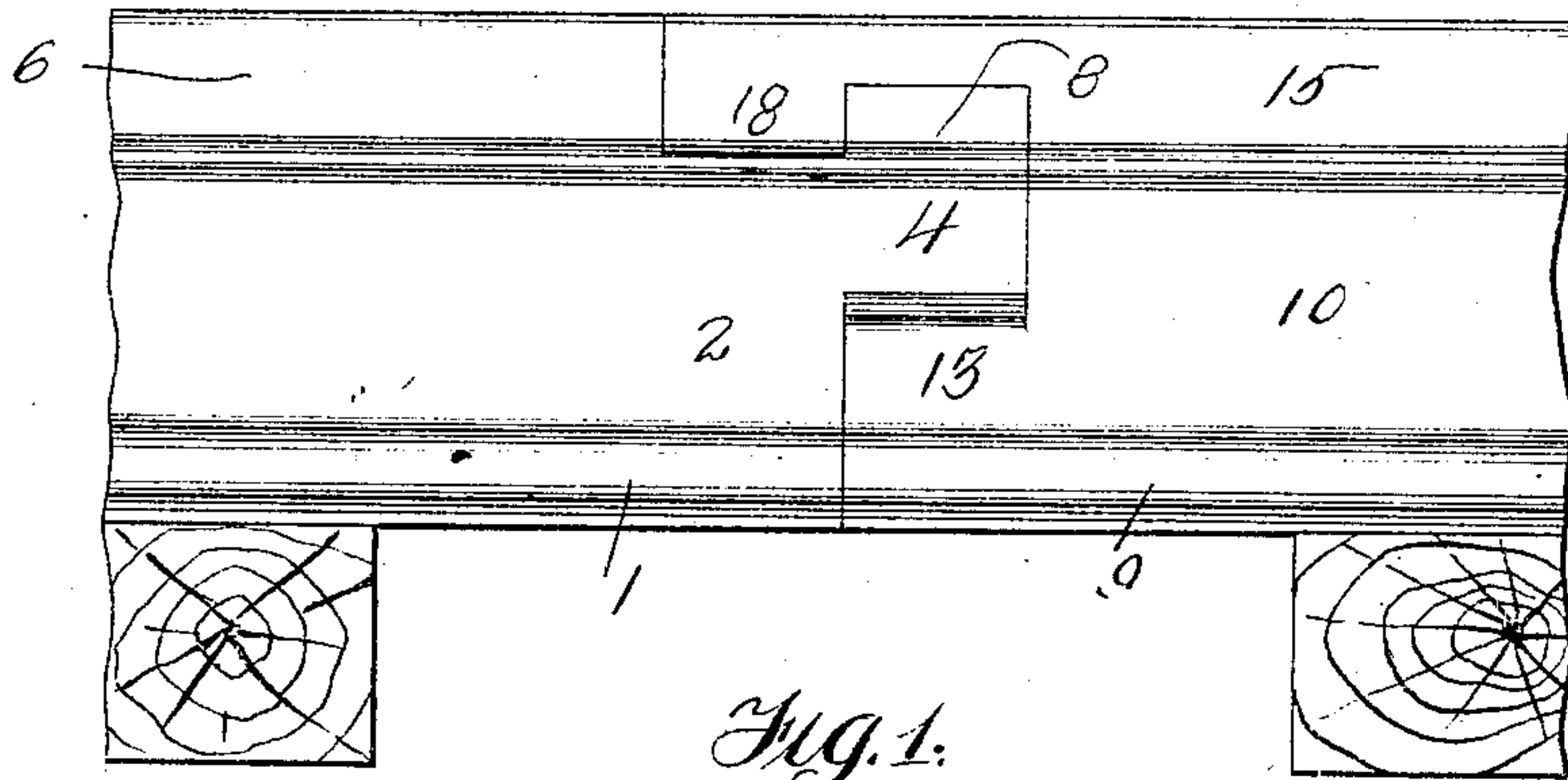


Fig. 1.

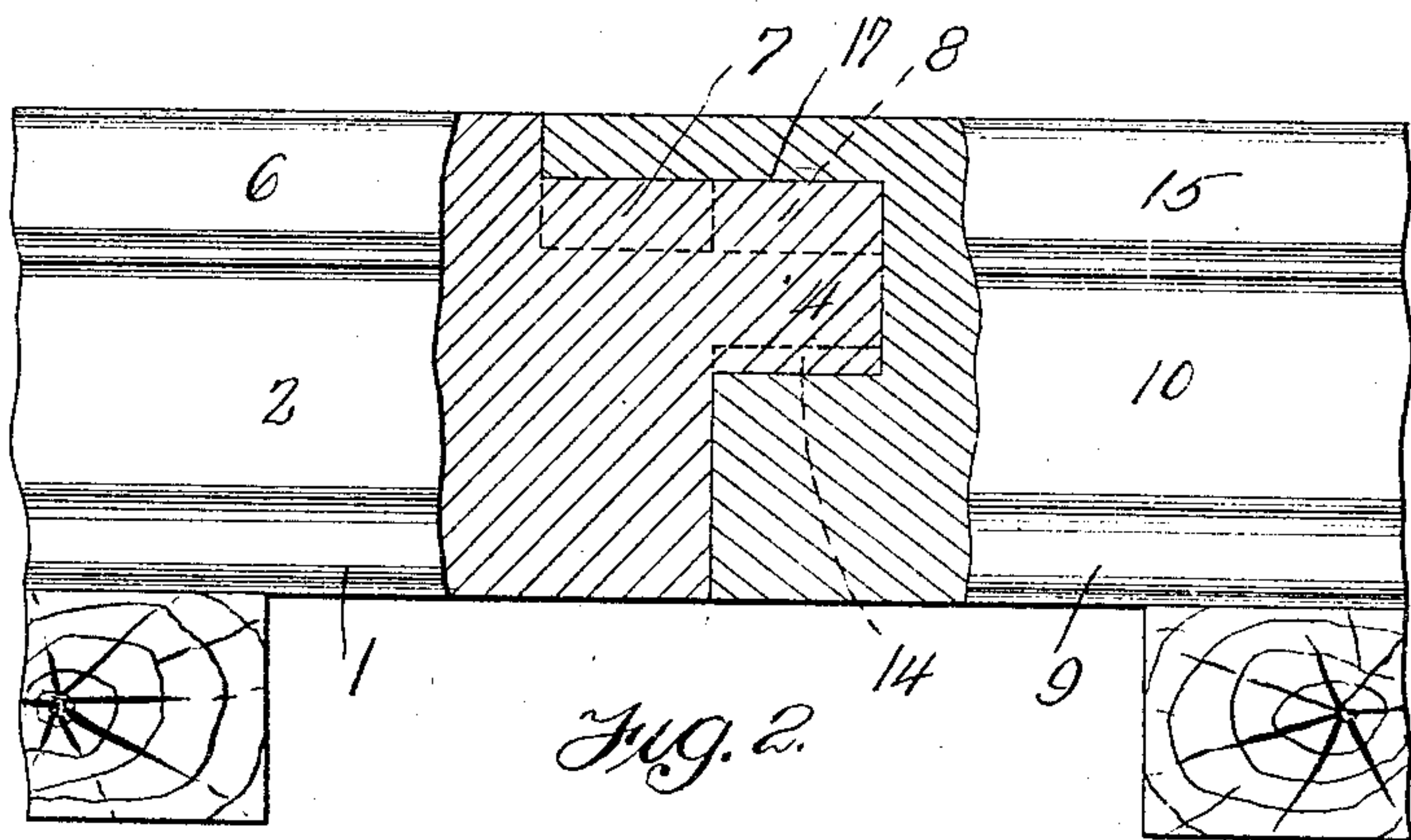


Fig. 2.

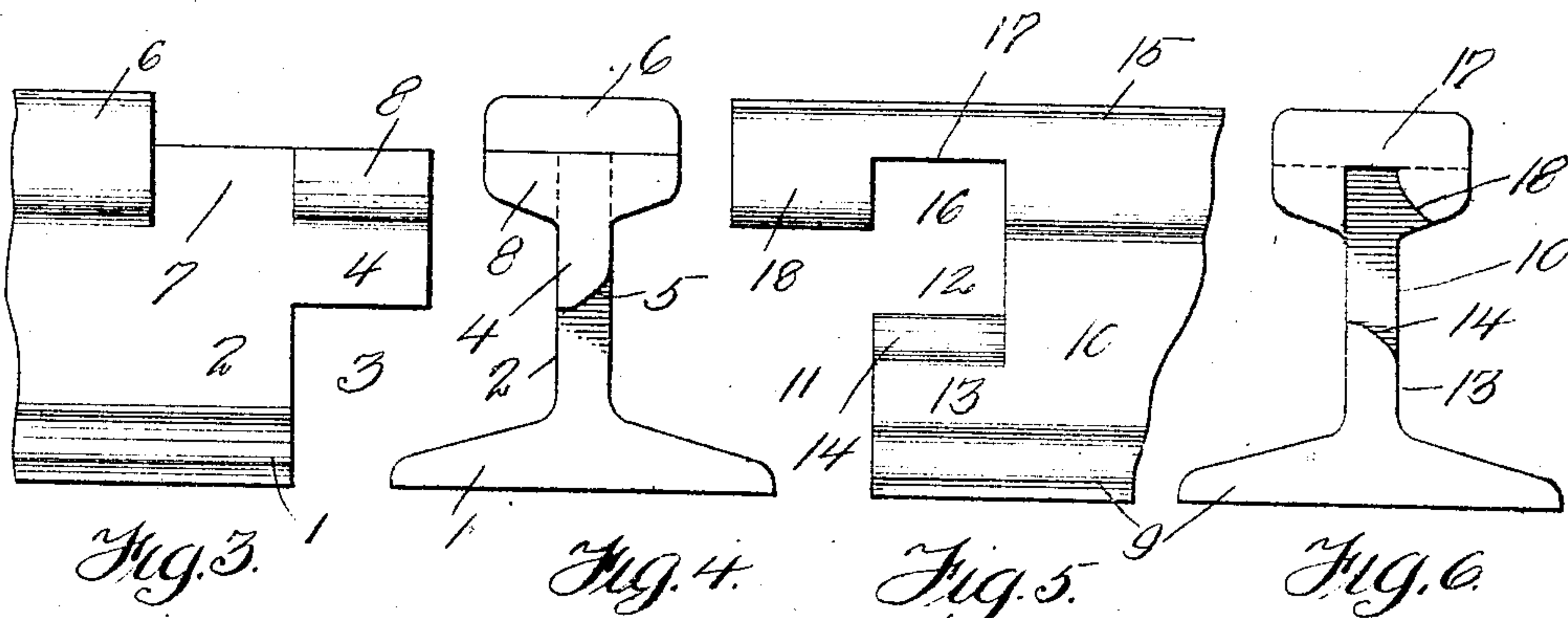


Fig. 3.

Fig. 4.

Fig. 5.

Fig. 6.

Witnesses

R. L. Farrington
Sam'l Payne

Inventors
William Kolling and
Andrew Fischer

By

H. E. Everitt
Attorneys

UNITED STATES PATENT OFFICE.

WILLIAM KOLLING AND ANDREW FISCHER, OF PITTSBURG, PENNSYLVANIA.

RAIL-JOINT.

No. 914,849.

Specification of Letters Patent.

Patented March 9, 1909.

Application filed August 28, 1908. Serial No. 450,739.

To all whom it may concern:

Be it known that we, WILLIAM KOLLING and ANDREW FISCHER, citizens of the United States of America, residing at Pittsburg, 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 drawing.

This invention relates to rail joints, and the objects of our invention are, first, to provide simple and effective means for connecting the confronting ends of two rails; second, to obviate the necessity of using splice bars, nuts and bolts for securing the ends of two rails together; third, to provide a strong and durable rail joint that will prevent vertical displacement of one rail with relation to the adjoining rail; and fourth, to provide a connection for rails that can be made by unskilled labor.

We attain the above objects by a structure that will be presently described and then specifically pointed out in the appended claims.

Referring to the drawings:—Figure 1 is a side elevation of our rail joint, Fig. 2 is a similar view partly broken away and partly in section, Fig. 3 is a side elevation of the tongued rail of our joint, Fig. 4 is an end view of the same, Fig. 5 is a side elevation of the grooved rail of our joint, and Fig. 6 is an end view of the same.

One of the rails of our joint has the base 1 and web 2 thereof cut-away, as at 3, and the overhanging web portion 4 beveled upon one side, as at 5. A head 6 of the steam railway is cut-away to provide two recesses 7 upon each side of the web 2, while a portion of said head remains to provide two oppositely disposed lugs 8 upon the sides of the overhanging web portion 4.

The other rail of our joint has the base 9 and the web 10 thereof cut away, as at 11 and 12, providing a small web portion 13, which is beveled upon one side, as at 14. The head 15 of the same rail is provided with a transverse groove 16 and a longitudinal groove 17, the material at one side of the groove 17 being beveled, as at 18.

The manner of assembling the rails is as

follows: The tongued rail is turned at an angle with relation to the grooved rail, whereby one of the beveled lugs 8 of the tongued rail will rest upon the beveled web portion 13 of the grooved rail, and with the beveled edges 18 of the grooved rail engaging the edges of one of the recesses 7 of the tongued rail, said tongued rail is gradually moved upwardly and into alinement with the grooved rail, whereby the oppositely disposed beveled tongues will engage in the recesses 7, the web 2 in the longitudinal groove 17, and the beveled web portion 13 engaging the overhanging web portion 4. When the rails are assembled in this manner, a continuous tread is provided for rolling stock, and after the rails are spiked to the ties or supporting structures, it will be impossible for one rail to become laterally or vertically displaced with relation to the adjoining rail.

While in the drawings forming a part of this application there is illustrated the preferred embodiments of our invention, it is obvious that the same can be varied or changed without departing from the spirit of the invention.

Having now described our invention what we claim as new, is:—

1. In a rail joint, the combination of rails, one of said rails having the base and web thereof cut-away to provide an overhanging web portion having a beveled edge, oppositely disposed beveled lugs carried by said overhanging web portion, the head of said rail being cut-away to provide recesses at the sides of the web of said rail, the other of said rails having the base and web thereof cut-away to provide a beveled web portion, the head of said rail being cut-away to provide a transverse groove and a longitudinal groove, said transverse groove being adapted to receive the beveled lugs of the first mentioned rail, said longitudinal groove being adapted to receive the web of the first mentioned rail, with the overhanging web portion of said first mentioned rail engaging the beveled web portion of the last mentioned rail.

2. In a rail joint, the combination of rails, one of said rails having the base, web and head thereof cut-away to provide a tongue, oppositely disposed lugs carried by said

tongue, the other of said rails having the base, web and head thereof cut-away to provide a transverse groove and a longitudinal groove, said longitudinal groove being adapted to receive the tongue of the first mentioned rail, and said transverse groove the lugs of said tongue, substantially as described.

In testimony whereof we affix our signatures in the presence of two witnesses.

WILLIAM KOLLING.
ANDREW FISCHER.

Witnesses:

MAX H. SROLOVITZ,
K. H. BUTLER.