R. PELUSO & D. SACK.

RAIL JOINT.

APPLICATION FILED DEC. 5, 1908.

922,030. **Patented May 18, 1909.**

FIG. 1.

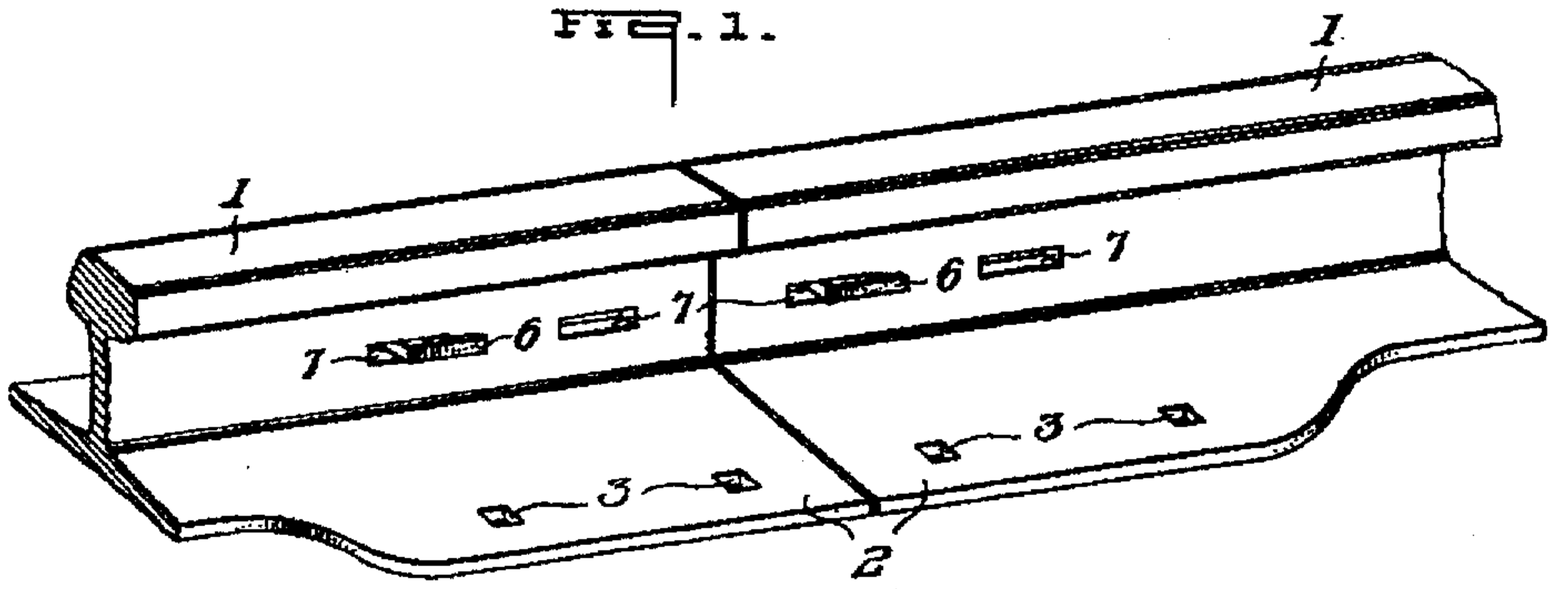


FIG. 2.

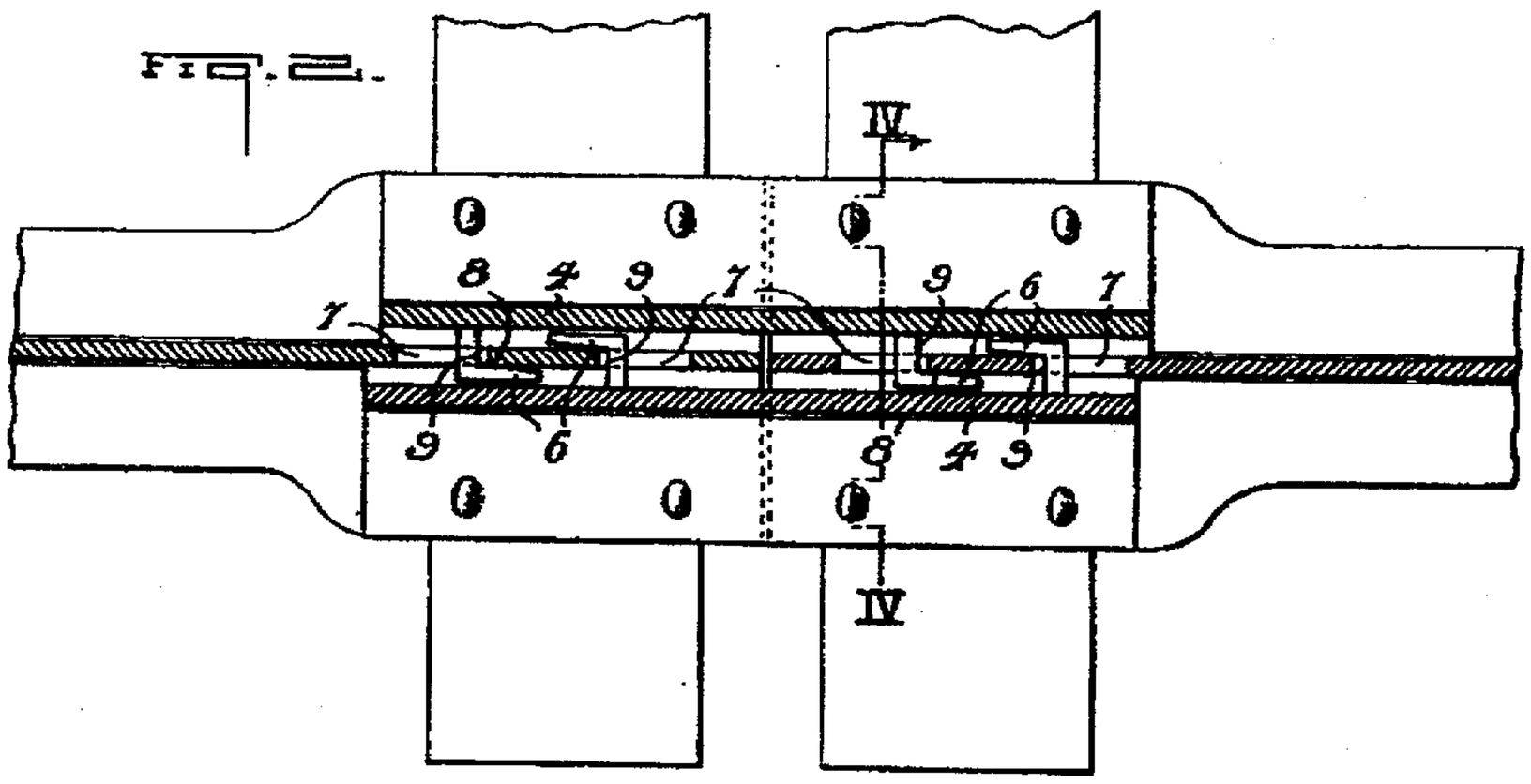


FIG. 3.

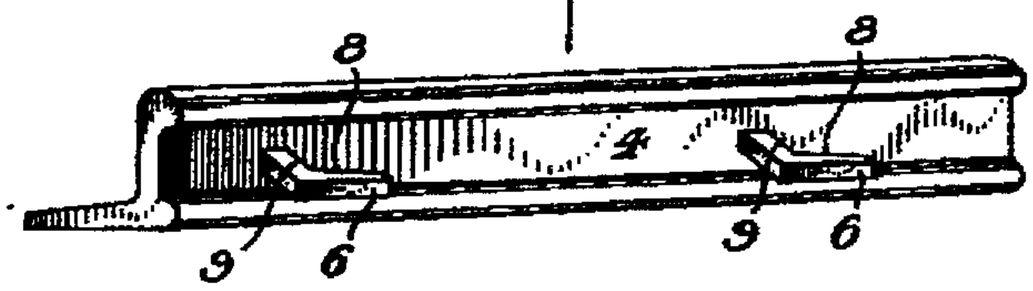
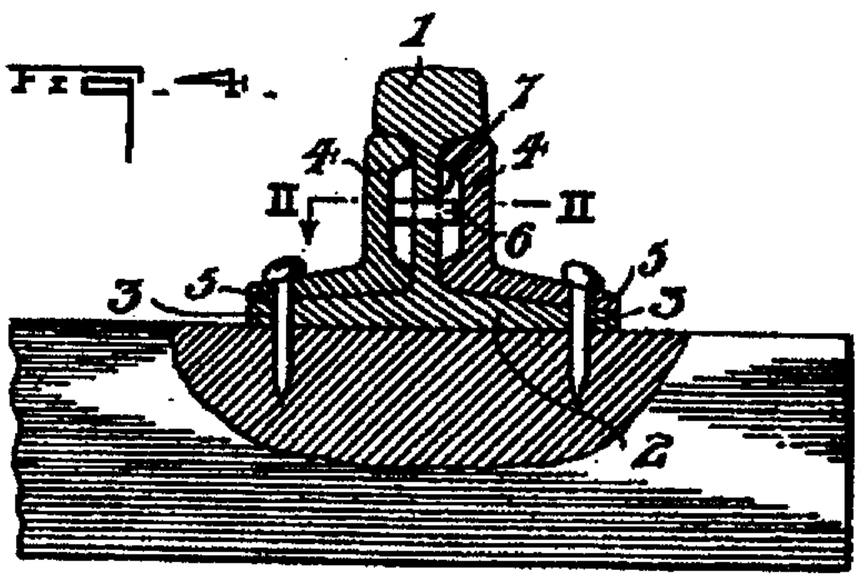


FIG. 4.



WITNESSES:

J. C. Fyfeman,

N. W. Greer.

INVENTORS

Ralph Peluso and

Domenick Sack

By H. W. Stevenson

ATTORNEY

UNITED STATES PATENT OFFICE.

RALPH PELUSO AND DOMONICK SACK, OF VANDERGRIFT HEIGHTS, PENNSYLVANIA, ASSIGNORS OF ONE-THIRD TO JAMES I. MABON, OF VANDERGRIFT HEIGHTS, PENNSYLVANIA.

RAIL-JOINT.

No. 922,030. Specification of Letters Patent. Patented May 18, 1909.

Application filed December 5, 1908. Serial No. 466,129.

To all whom it may concern:

Be it known that we, RALPH PELUSO and DOMONICK SACK, said RALPH PELUSO being a subject of Italy and said DOMONICK SACK a citizen of the United States, residing at Vandergrift Heights, in the county of Westmoreland and State of Pennsylvania, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification.

Our invention relates to an improvement in rail-joints, and is designed, and intended, to be applicable for the purpose of uniting the abutting ends of two rail sections without the use of nuts or bolts.

The principal feature which we consider as new in our invention consists in the novel construction of the splice-bars, as shown, and the manner of interlocking them in engagement with the abutting rail sections.

In the accompanying drawing Figure 1 is a perspective view of two rail sections having one of the splice-bars in position. Fig. 2 is a plan and part sectional view showing both splice-bars in position and interlocked with the rail sections. Fig. 3 shows a detached view of one of the splice-bars, and Fig. 4 is a cross sectional view taken on the line IV—IV of Fig. 2.

Throughout the drawing the numeral 1 designates the rail sections, the base flanges of which, beginning at a pre-determined distance from each end of the rail, are constructed somewhat wider in cross section than the remaining portion of said flanges, being designated by the numeral 2. This feature provides a broad base for the meeting ends of the rail sections, and by so doing lessens the possibility of the rails being forced out of their track alinement, or of turning over when subjected, especially on curves, to the grinding pressure of the car wheels. This particular construction is likewise beneficial as affording a sufficiency of metal at this point to allow for the punching of holes 3, and also to afford an adequate seat for the splice-bars 4. These latter members are constructed similar in configuration to those now in common use, where bolts and nuts are used, with the exception that the portion which engages with the base flange of the rail section is enlarged, and corresponds in width to the widened out portion 2 of said rail sections, a plurality of apertures 5 being punched in said splice-bars, which are intended to register with the aforesaid apertures 3 formed in the base of the rail. The inner face of each splice-bar has formed thereon a plurality of projecting hooks or L-shaped lugs 6, which are designed to enter through slots 7 formed in the web of the rail sections. These lugs are so positioned on the splice-bars that when said bars are in their respective seats, and engaging the rail sections at both sides of the joint, said lugs 6 on one of the bars will enter the correspondingly spaced slots 7 formed in the web of both rail sections, all the locking lugs pointing in one direction, while the lugs on the opposite bar will enter correspondingly spaced slots in the rail web, but will point in the opposite direction.

The particular relative formation of the lugs 6, which consists in disposing the same in alternate opposite directions when in position, insures an interlocking feature between the rails and splice-bars, and constitutes the fundamental idea involved in our invention.

As will be seen, by reference to Fig. 3, the inner face of each locking lug 6 has a tapered portion 8, and this tapered surface contacts with the side of the rail web adjacent to the slots 7, and, after said lugs have been inserted through said slots, the bars are driven forward, until the limit of movement is reached, which will be when the edge of the opening 7 contacts with the straight inner face 9 of the locking lugs, and be wedged tightly in position; after which spikes, or other fastening means, are introduced through the registering apertures formed in the bars and base flange of the rails, thereby preventing said bars from moving away from their locked positions, and at the same time providing a reliable splice for uniting the rail sections.

Having thus shown and described our invention what we claim as new, and desire to secure by Letters Patent, is:

In a rail-joint, the combination with the rails having slots formed in the web thereof adjacent each end, of splice-bars adapted to engage the rail sections on each side of the web, said splice-bars having formed thereon hook shaped and tapered lugs which enter through the slots formed in the rail web, and, when said splice-bars are moved longi-

tudinally with the rail sections, engage the rail web adjacent each slot, said lugs being positioned in alternate opposite directions thus forming an interlocking feature between the rails and splice-bars; and fastening means passing through registering apertures formed in the splice-bars and base flange of the rail sections.

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

RALPH PELUSO.

his
DOMONICK × SACK.
mark

Witnesses:
W. W. BARCLAY,
W. MCLAUGHLIN.