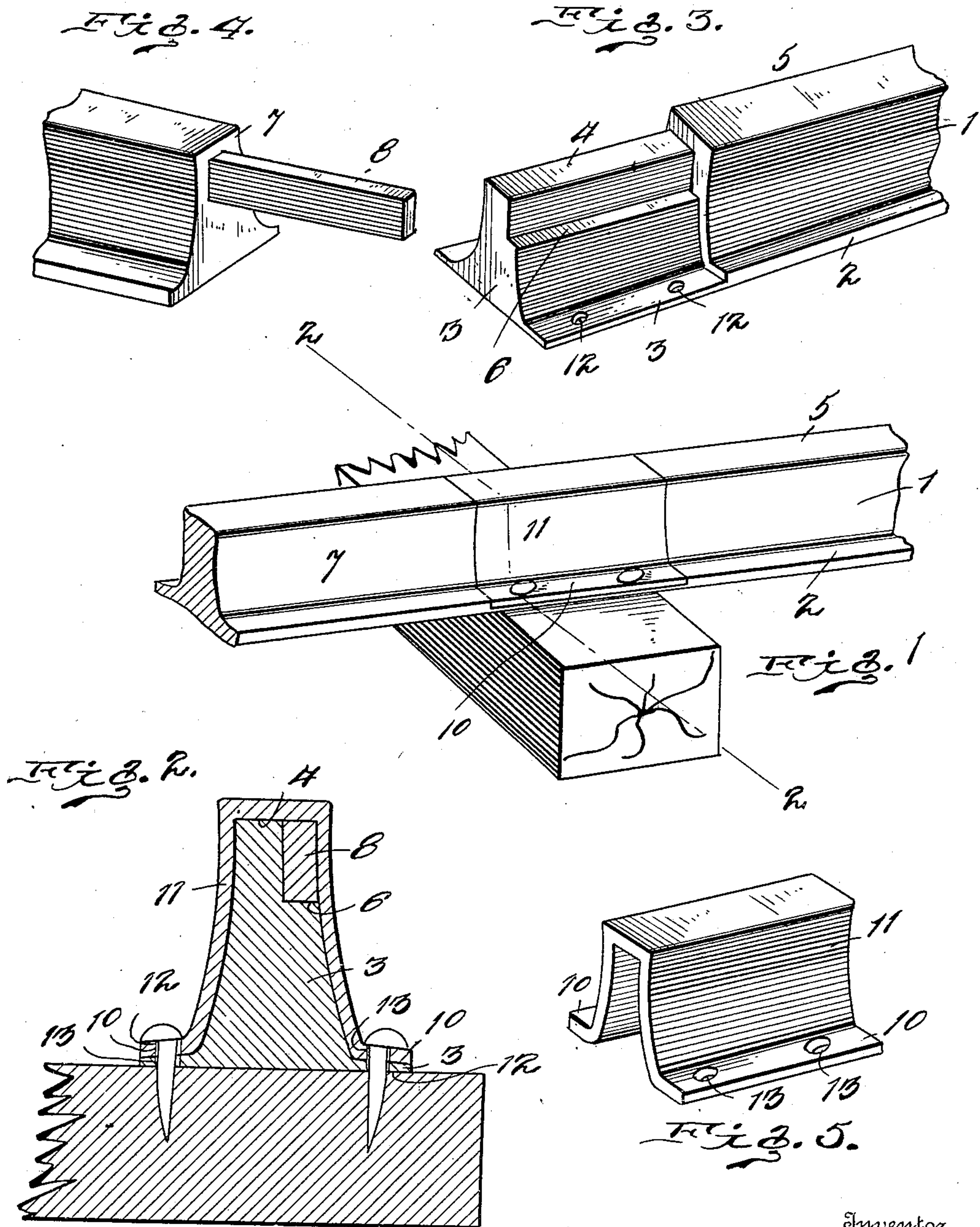


A. E. STINE.
RAILROAD JOINT.
APPLICATION FILED APR. 20, 1910.

969,122.

Patented Aug. 30, 1910.



Witnesses

J. W. Allen
H. Joseph & Duple

Inventor

Albert E. Stine.

By E. C. Crooman,
Attorney.

UNITED STATES PATENT OFFICE.

ALBERT E. STINE, OF AVENA, ILLINOIS.

RAILROAD-JOINT.

969,122.

Specification of Letters Patent. Patented Aug. 30, 1910.

Application filed April 20, 1910. Serial No. 556,594.

To all whom it may concern:

Be it known that I, ALBERT E. STINE, a citizen of the United States of America, residing at Avena, in the county of Fayette and State of Illinois, have invented certain new and useful Improvements in Railroad-Joints, of which the following is a specification, reference being had therein to the accompanying drawing.

10 This invention relates to rail joints and the principal object of the same is to provide means for joining the meeting ends of rails so that relative movement thereof is prevented and in which the joint is of such character that the joint is practically a continuation of the rails so far as size and appearance are concerned, and also to provide a joint in which splicing bolts are dispensed with.

20 In carrying out the objects of the invention generally stated above it will be understood, of course, that the essential features thereof are necessarily susceptible of changes in details and structural arrangements, one preferred and practical embodiment of which is shown in the accompanying drawings, wherein:—

30 Figure 1 is a perspective view of the improved rail joint. Fig. 2 is a transverse vertical sectional view taken on the line 2—2, Fig. 1. Fig. 3 is a detail perspective view of one end of a rail. Fig. 4 is a similar view of one end of a rail to be joined to the rail end shown in Fig. 3. Fig. 5 is a detail perspective view of a hood for the joined ends of the rails.

Referring to said drawings by numerals, 1 designates a rail provided with the usual flat spiking flange 2, one end of said rail provided with an extension 3 the tread of which is cut away longitudinally to provide a flat seat 4 that is in a lower plane than the tread 5 of the rail. Said seat 4 at one side is cut away to provide a shoulder 6 that is parallel with but in a lower plane than seat 4. Said extension 3 terminates in a flat end that is adapted for flush contact with the similar end of rail 7 that is to be joined to rail 1. Said rail 7 is provided with an outwardly projecting end tongue 8 which is of sufficient size to be fitted upon shoulder 6 of rail 1 and conforms to the contour of the portion cut away to provide said shoulder so that when seated thereon, it merges into the seat 4.

The spiking flange 9 of extension 3 is reduced in thickness, and forms a seat for outturned end flanges 10 of a hood 11 that is fitted over extension 3 and tongue 8, said hood conforming to the contour of rails 1 and 2 and when fitted over the connecting members of said rails, forms a continuation thereof, as is shown in Fig. 1.

The spiking flanges of extension 3 and hood 11 are provided with spike openings 12—13 which register when in an assembled position, so that said extension and hood may be spiked to a tie to prevent relative movement.

What I claim as my invention is:—

1. In a rail joint, the combination of a rail having a reduced end extension, said extension having a side shoulder, a joining rail provided with an outwardly projecting tongue adapted to be seated on said shoulder, and a hood conforming to the contour of said rails and adapted to be fitted over the connected portions thereof.

2. A rail joint comprising a rail provided with a shouldered end extension, a joining rail having a tongue adapted for overlapping engagement with said shouldered extension, and a hood adapted to be fitted over said overlapped portions of said rails.

3. A rail joint comprising a rail having one end portion cut away to provide a flat rest and a side shoulder, a joining rail provided with means for overlapping engagement with said shoulder, and means adapted to inclose the overlapped portions of said rails.

4. A rail joint comprising a rail having its tread at one end cut away to provide a flat rest and a side shoulder, said end portion provided with a thinned spiking flange, a joining rail provided with a tongue adapted to be seated on said shoulder, and a hood adapted to inclose the connected portions of said rails, said hood provided with a spiking flange adapted to be seated on said thinned spiking flange.

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

ALBERT E. STINE.

Witnesses:

E. SWARM,
EARL SWARM.