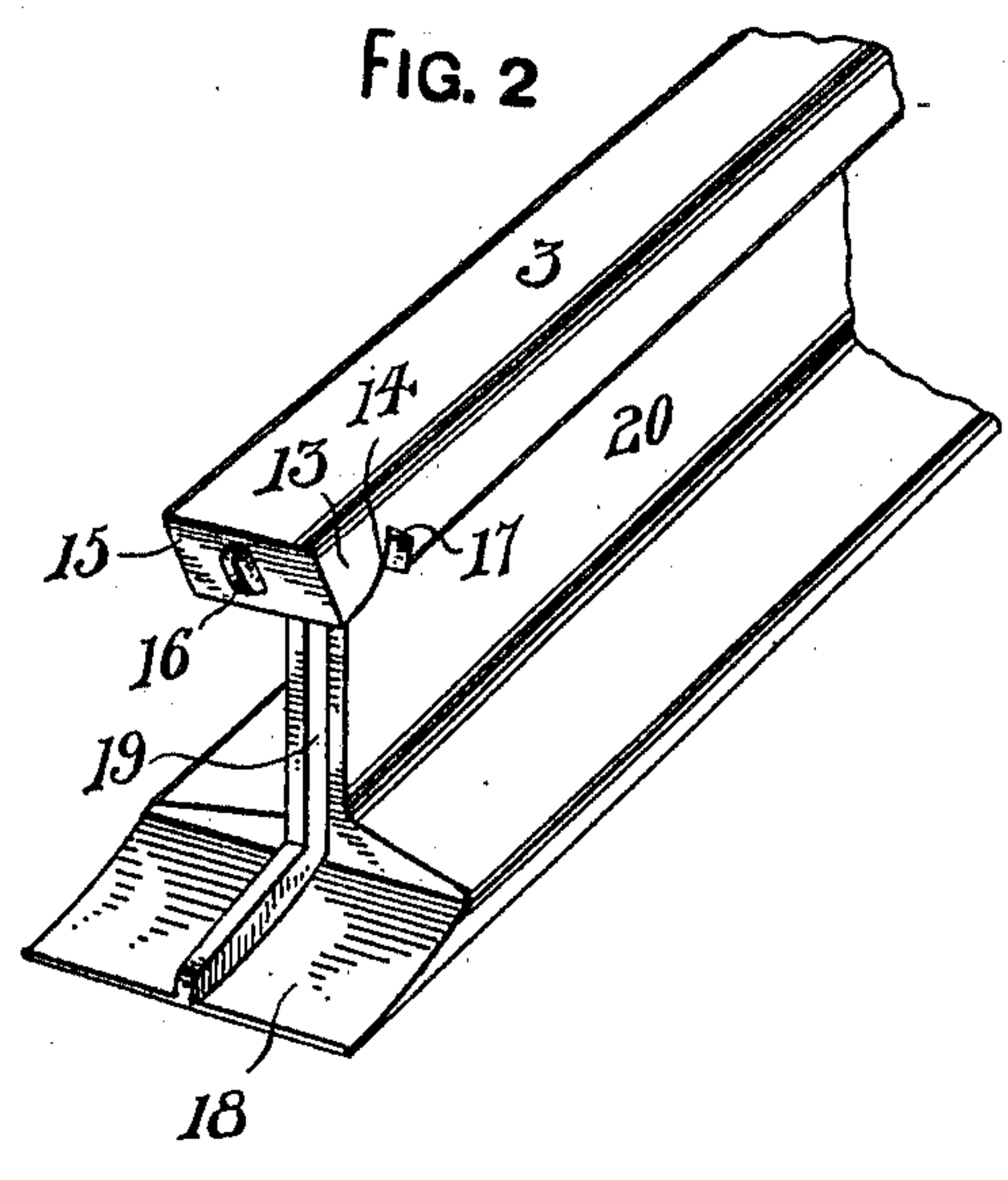
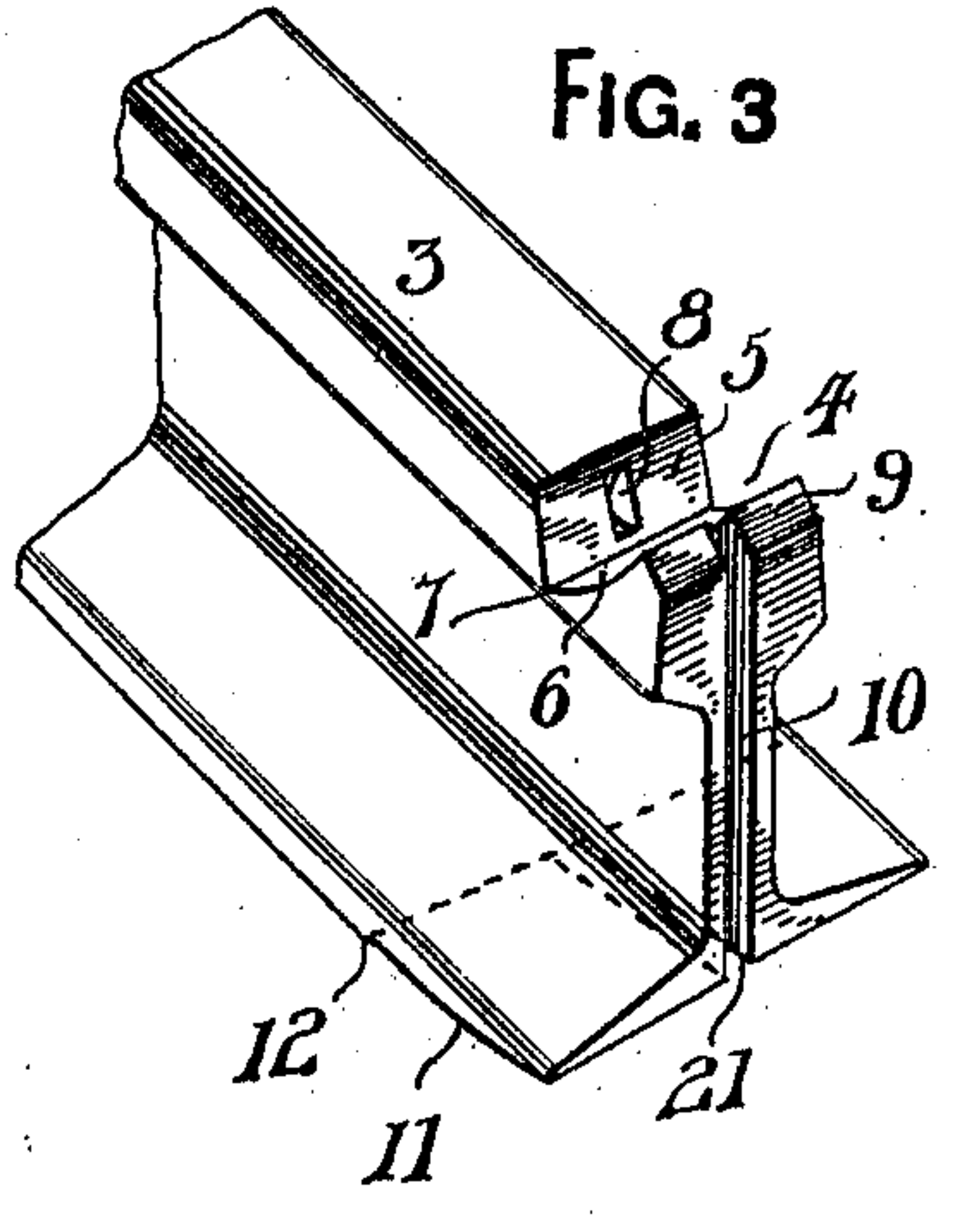
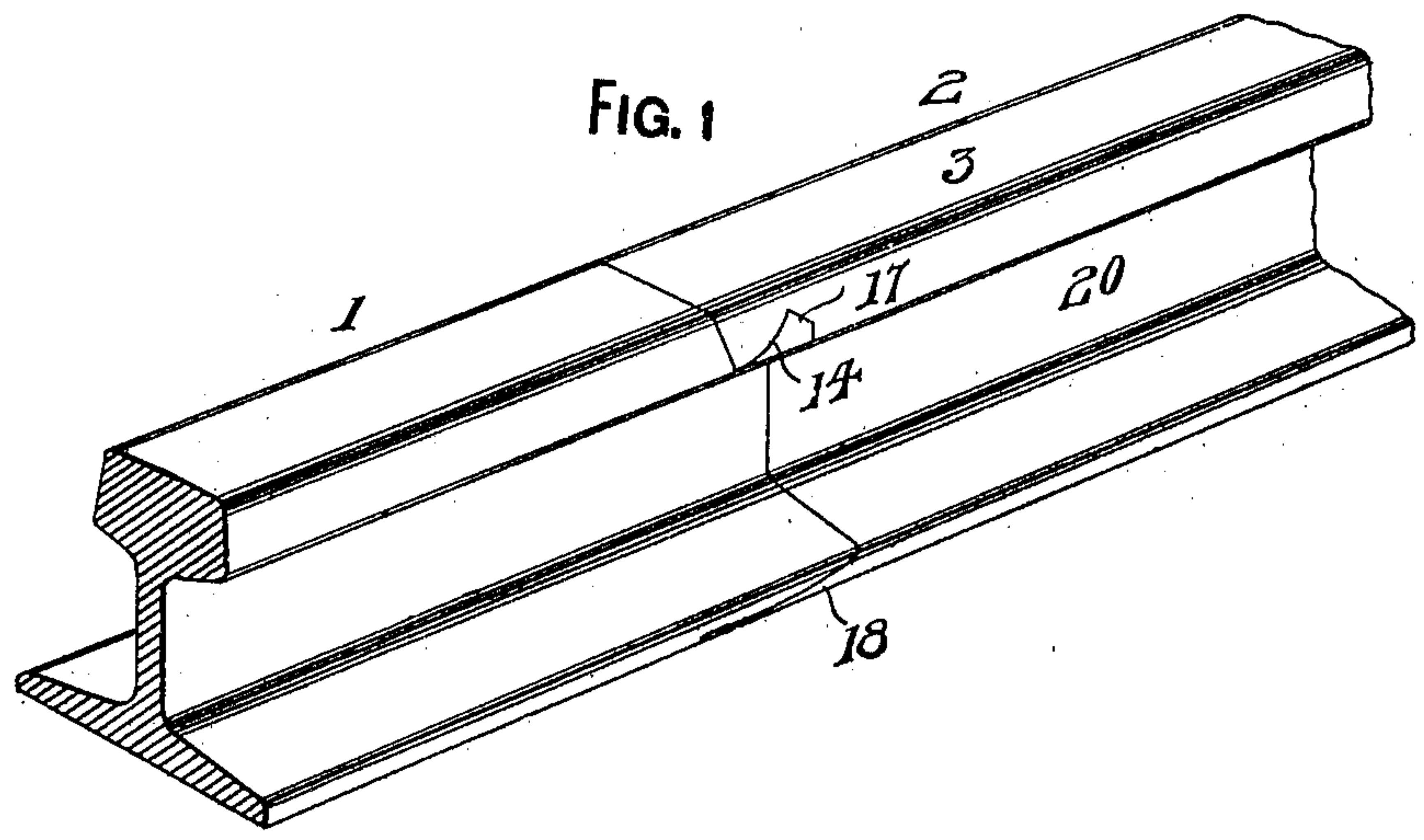


G. SOÓS.  
RAIL JOINT.

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978,671.

Patented Dec. 13, 1910.



WITNESSES

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# UNITED STATES PATENT OFFICE.

GEORGE SOÓS, OF NEWARK, NEW JERSEY.

## RAIL-JOINT.

978,671.

Specification of Letters Patent.

Patented Dec. 13, 1910.

Application filed September 7, 1910. Serial No. 580,811.

*To all whom it may concern:*

Be it known that I, GEORGE SOÓS, a subject of the King of Hungary, residing at Newark, in the county of Essex and State of New Jersey, 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 has for its object to construct the opposing ends of a pair of rail sections in a manner as hereinafter set forth whereby the said ends interlock with each other so as to couple the rails together to prevent lateral and longitudinal shifting of the rails, but at the same time allow for the necessary contraction and expansion due to atmospheric and other conditions.

Further objects of the invention are to provide a rail joint which is comparatively simple in its construction and arrangement, strong, durable, efficient in its use, enabling the convenient interlocking of the opposing ends of a pair of rail sections, and comparatively inexpensive when shaping up the ends of the rails to provide means whereby the two opposing ends of the rails can be interlocked to form a joint and couple the rails together.

With the foregoing and other objects in view, the invention consists of the novel construction, combination and arrangement of parts as hereinafter more specifically described and illustrated in the accompanying drawing, wherein is shown an embodiment of the invention, but it is to be understood that changes, variations and modifications can be resorted to which come within the scope of the claims hereunto appended.

In the drawing, wherein like reference characters designate corresponding parts throughout the several views:—Figure 1 is a perspective view broken away showing a pair of rails connected together by a joint in accordance with this invention, Fig. 2 is a perspective view of one end of a rail, and Fig. 3 is a perspective view of the other end of a rail.

Referring to the drawing by reference characters, 1 and 2 denote a pair of rails having their opposing ends so set up as to interlock whereby the rails are connected together. As both rails are of the same con-

struction, but one will be described, the description of one applying to the other.

Each of the rails has its head 3 at one end cut away to provide a pocket 4 having an inclined inner wall 5 and a curved outer wall 6, the wall 6 terminating at its lower end in the lower end of the wall 5, as at 7. The wall 5 is provided approximately centrally thereof with a pocket 8, the function of which will be presently referred to. The wall 6 is of less height than the wall 5 and terminates in a beveled seat 9. That end of the rail provided with the pocket 4 is formed with a vertically disposed groove 10 which is of a length as to extend from the bottom to the top of the rail. The lower face of the base of the rail and at that end provided with the groove 10 is cut away in a curvilinear manner, as at 11 to provide a shoulder 12.

The other end of the rail has formed integral with the head 3 a laterally extending tongue 13 having a curved lower face 14 and a beveled end 15 formed with a protuberance 16. The curvilinear portion 14 terminates in a beveled portion 17. The tongue 13 is adapted to be seated in the pocket 4 with the curved lower portion engaging the wall 6, the beveled end 15 engaging the wall 5, the protuberance 16 extending in the pocket 8 and the beveled portion 7 mounted upon the beveled portion 9.

That end of the rail which is provided with the tongue 13 has a curved extension 18 which is adapted to engage the cut away portion 11 and abut against the shoulder 12 when the tongue 13 and protuberance 16 are seated in the pockets 4 and 8.

That end of the rail provided with the tongue 13 is formed approximately centrally with an outwardly extending flange 19 which projects from the web 20 and the upper face of the extension 18. The flange 19 is formed of a vertically extending portion and a right angularly disposed portion, and the vertically disposed portion is adapted to extend in the groove 10, while the right angularly disposed portion is adapted to engage in the longitudinal groove 21 formed in the lower face of the rail at the cut away portion thereof.

When the two rails are coupled together, the flanged end of one rail opposes the grooved end 10 of the other rail. The rail 1 when coupling is fixed to the track bed



and the rail 2 inclined so that the tongue 13 will extend in the pocket 4, the rail 2 is then lowered and swung toward the rail 1 whereby the flange 19 will extend in the grooves 10 and 21, the beveled portion 17 engage the beveled portion 9, the grooved portion 14 bear against the wall 6, the beveled end 15 abut against the wall 5 and the protuberance 16 extend in the pocket 8, the extension 18 sliding under the base of the rail 1 and abutting against the shoulder 12.

What I claim is:—

1. The combination with a pair of rails, one of said rails having one end provided with a vertically disposed groove terminating in a longitudinal groove at the base of the rail, said end of said rail further provided in the head with a pocket formed with an inclined and a curved wall, said inclined wall provided with a pocket, said head further having a beveled portion, and the other of said rails having that end which opposes the grooved end of the first mentioned rail provided with a tongue formed with a beveled end and the lower face having a curved and a beveled portion, said beveled end provided with a protuberance, said last mentioned rail further provided at its base with an extension adapted to extend under the base of the other rail and further hav-

ing an angle-shaped flange adapted to engage in the vertical and longitudinal grooves of the other rail, said tongue and said protuberance adapted to be seated in the pockets of the other rail, and the beveled portion of that rail provided with the tongue adapted to engage the beveled portion of the first mentioned rail.

2. The combination of a pair of rails, one of said rails provided in its head at one end with a pair of pockets and further having its head provided with a vertical and longitudinal groove extending through the head, tread and base of said rail, said rail further having its base at one end cut away on its lower face to provide a shoulder, and the other of said rails provided at one end with a tongue formed with a protuberance and said rail further having an extension and an angle-shaped flange, said protuberance and said tongue adapted to engage in said pockets and said flange adapted to extend in said grooves and said extension adapted to abut against said shoulder.

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

GEORGE SOÓS.

Witnesses:

MICHAEL INDIES,

EMERY DOLGOS.