R. L. BENDER.

RAIL JOINT.

APPLICATION FILED APR. 18, 1911.

998,832.

Patented July 25, 1911.

Fig. 1.

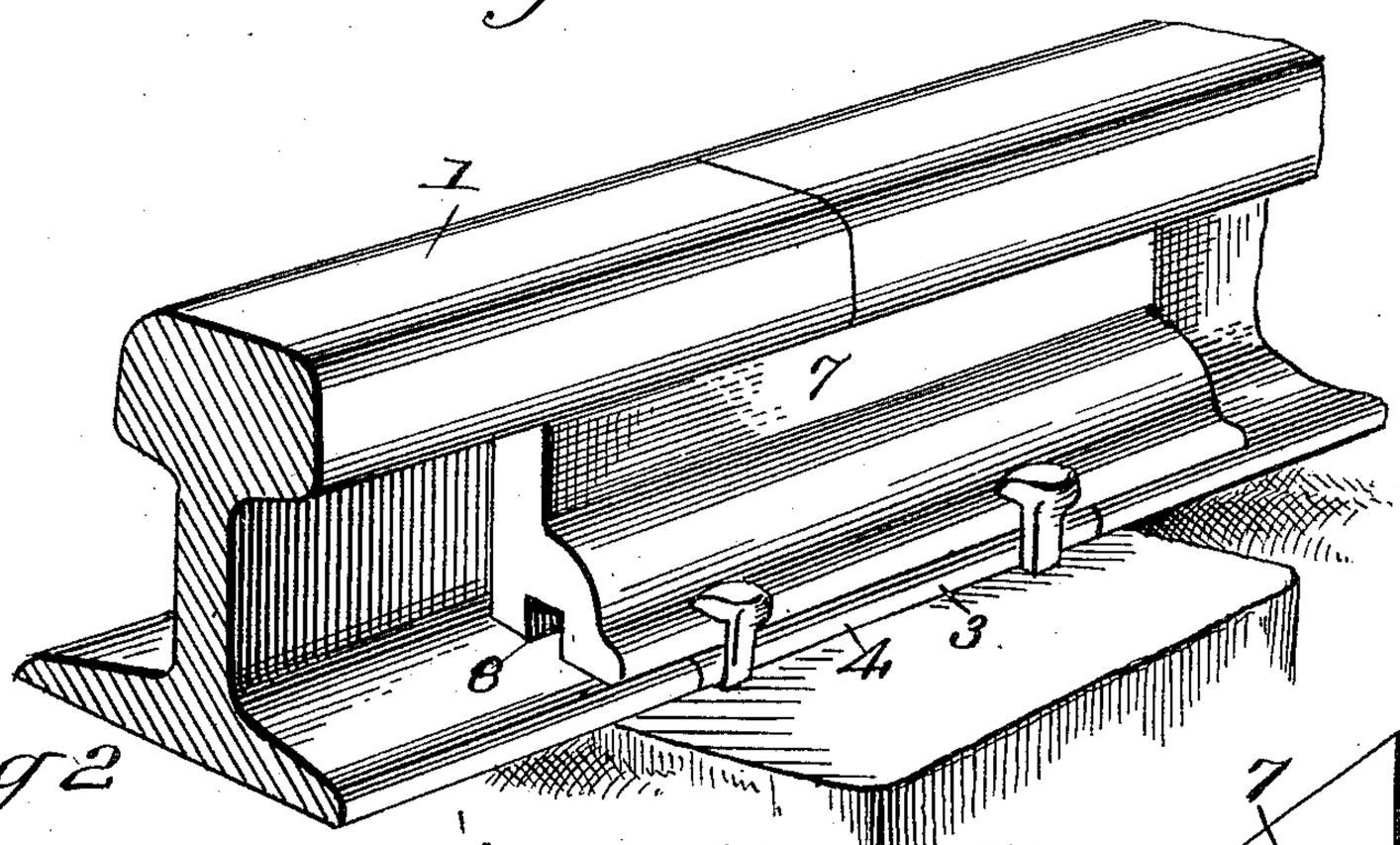

Fig 2

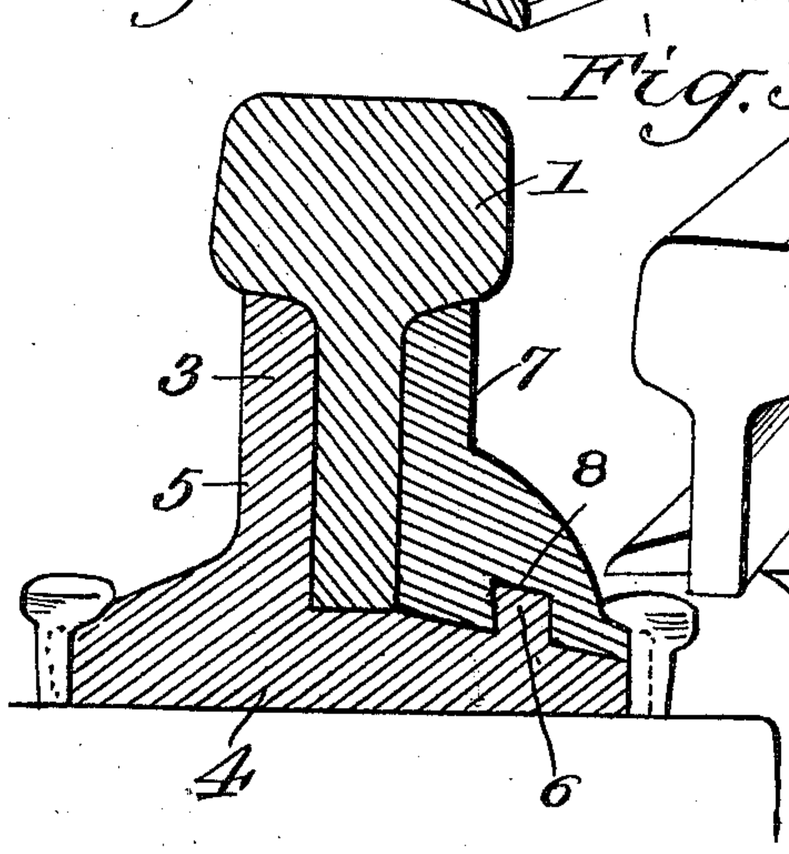

Fig. 3

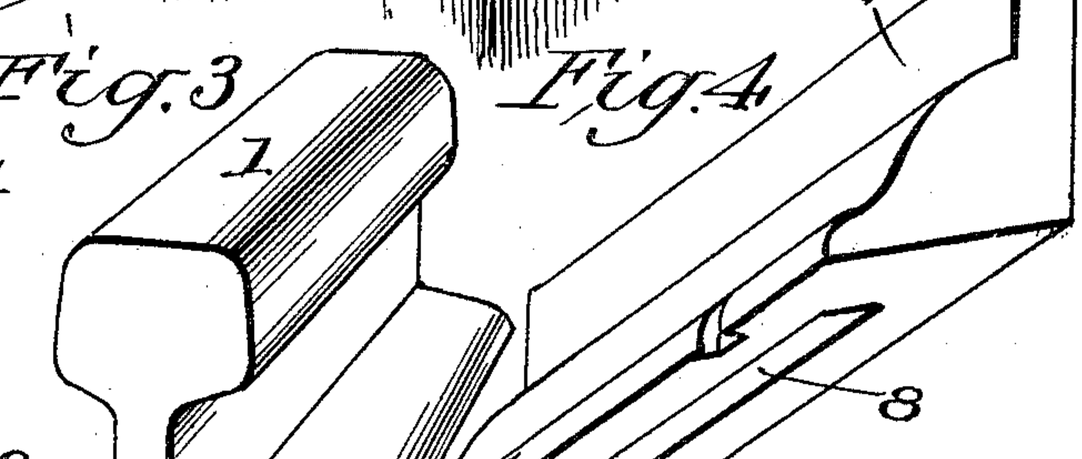

Fig. 4

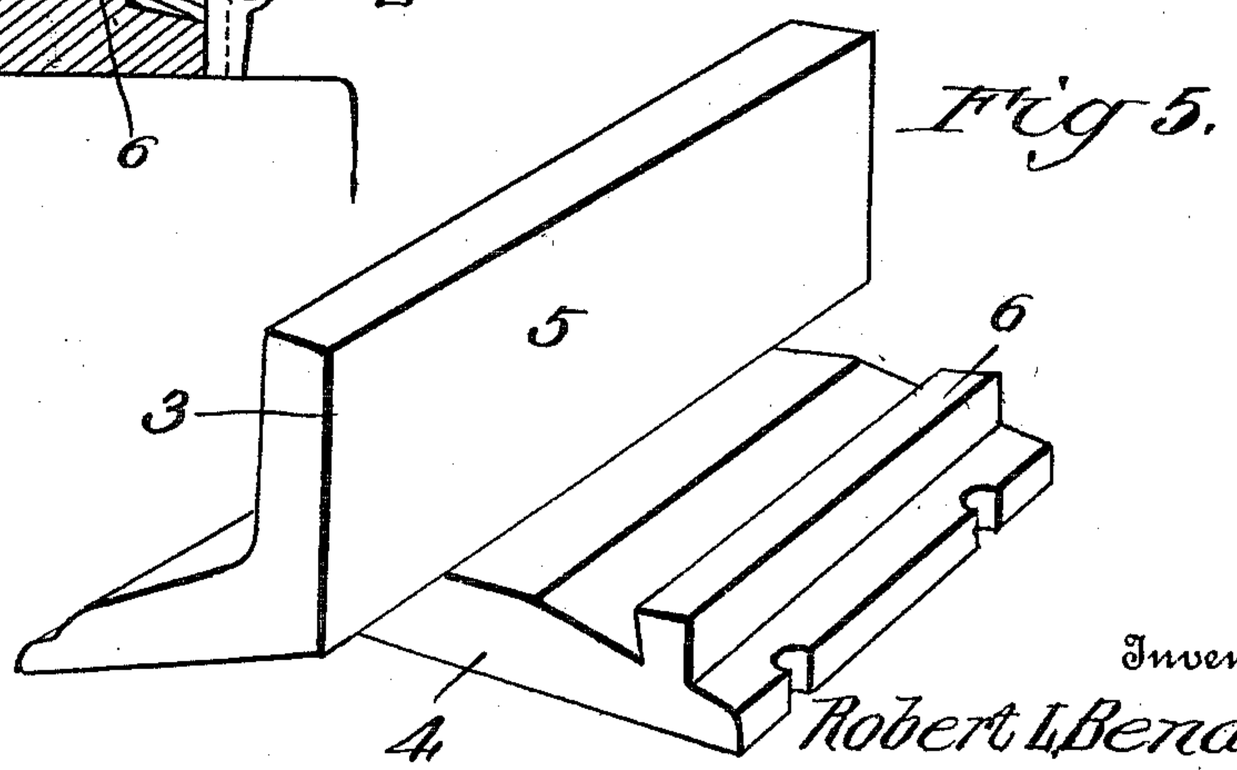

Fig 5.

Witnesses

W. N. Woodson

Cora A. Handy.

Inventor

Robert L. Bender

By Hart & Lacey. Attorneys

UNITED STATES PATENT OFFICE.

ROBERT L. BENDER, OF NEW CUMBERLAND, WEST VIRGINIA.

RAIL-JOINT.

998,832. Specification of Letters Patent. Patented July 25, 1911.

Application filed April 18, 1911. Serial No. 621,826.

To all whom it may concern:

Be it known that I, ROBERT L. BENDER, citizen of the United States, residing at New Cumberland, in the county of Hancock and State of West Virginia, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification.

This invention relates to a rail joint, and has for its object to provide means for effectually holding the adjacent ends of track rails together in proper alinement without the use of bolts or nuts.

With this object in view the structure includes two members, one of which has a base portion adapted to lie under the meeting end portions of the rails and the said member is also provided with a flange portion adapted to bear against the upper surface of one side of the rail flanges. The other member of the joint is arranged to slidably receive a rib mounted upon the base portion of the first mentioned member, the second mentioned member being adapted to rest upon the base flanges of the rails and adapted to fit snugly under the heads of the rails.

For a full understanding of the invention reference is to be had to the following description and accompanying drawing, in which:

Figure 1 is a perspective view of the rail joint; Fig. 2 is a transverse sectional view of the same; Fig. 3 is a perspective view of the end portion of one of the track rails; Fig. 4 is a perspective view of one of the joint members; Fig. 5 is a perspective view of the other joint member.

Corresponding and like parts are referred to in the following description and indicated in all the views of the accompanying drawing by the same reference characters.

The rails 1 are cut away at their base flanges and at their ends, as at 2, forming recesses under the webs of the adjacent ends of the said rails.

The rail joint includes a member 3 which is provided with a base portion 4 adapted to fit in the recess under the webs at the ends of the rails 1. The said base portion 4 is adapted to aline longitudinally with the base flanges of the rails 1. The member 3 is also provided with a flanged portion 5 which is adapted to rest upon the upper surfaces of the base flanges of the rails 1 and which fits snugly against the sides of the webs of the adjacent rails and under the heads thereof. The base portion 4 is provided at that side opposite the side thereof upon which the flanged portion 5 is mounted with a longitudinally disposed rib 6. The said rib is adapted to project slightly above the plane of the upper surfaces of the base flanges of the rails 1. The rail joint also includes a member 7 which is provided upon its under side with a groove 8 adapted to slidably receive the rib 6. The member 7 is adapted to fit snugly upon the base flanges of the rails and against the webs thereof and extends from the base flanges to the under surfaces of the heads of the rails. When the member 3 is in position under the end portions of the rails 1 and the groove 8 of the member 7 slidably receives the rib 6, spikes may be driven into the ties with their heads clenched over the edge portions of the members 3 and 7, whereby the said members will be held against movement with relation to each other and the ends of the rails 1 will be held in proper alinement with relation to each other and a substantial rail joint is effected without the use of bolts and nuts.

Having thus described the invention, what is claimed as new is:

1. The combination with rails having their base flanges at their adjacent ends cut away, a rail joint comprising a member having a base portion fitting in the opening made at the cut away ends of the base flanges of the rails, said member having a flanged portion which bears upon the upper surfaces of the base flanges of the rails, said member also having upon its base portion a longitudinally disposed rib, and a second member having a slot adapted to slidably receive said rib, said second member fitting against the webs of the rails and between the base flanges and heads thereof.

2. The combination with rails having their base flanges at their adjacent ends cut away, a rail joint comprising a member having a base portion adapted to fit in the opening at the ends of the base flanges of the rails, said base portion having at one side a flange adapted to rest upon the upper surfaces of the base flanges of the rails and bear against the sides of the webs of the rails and against the under surfaces of the heads thereof, said base portion also having at its side opposite to that at which the said flange is mounted a longitudinally disposed rib which projects

above the plane of the upper surfaces of the base flanges of the rails, and a second member having a slot which slidably receives the rib, said second member fitting against the sides of the webs of the rails and bearing upon the upper surfaces of the base flanges of the rails and against the under surfaces of the heads thereof.

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

ROBERT L. BENDER. [L. S.]

Witnesses:

G. D. BOSTWICK,

QUINN NUSSER,

WAYNE D. PICKERING,

MABEL DE BOLT.