

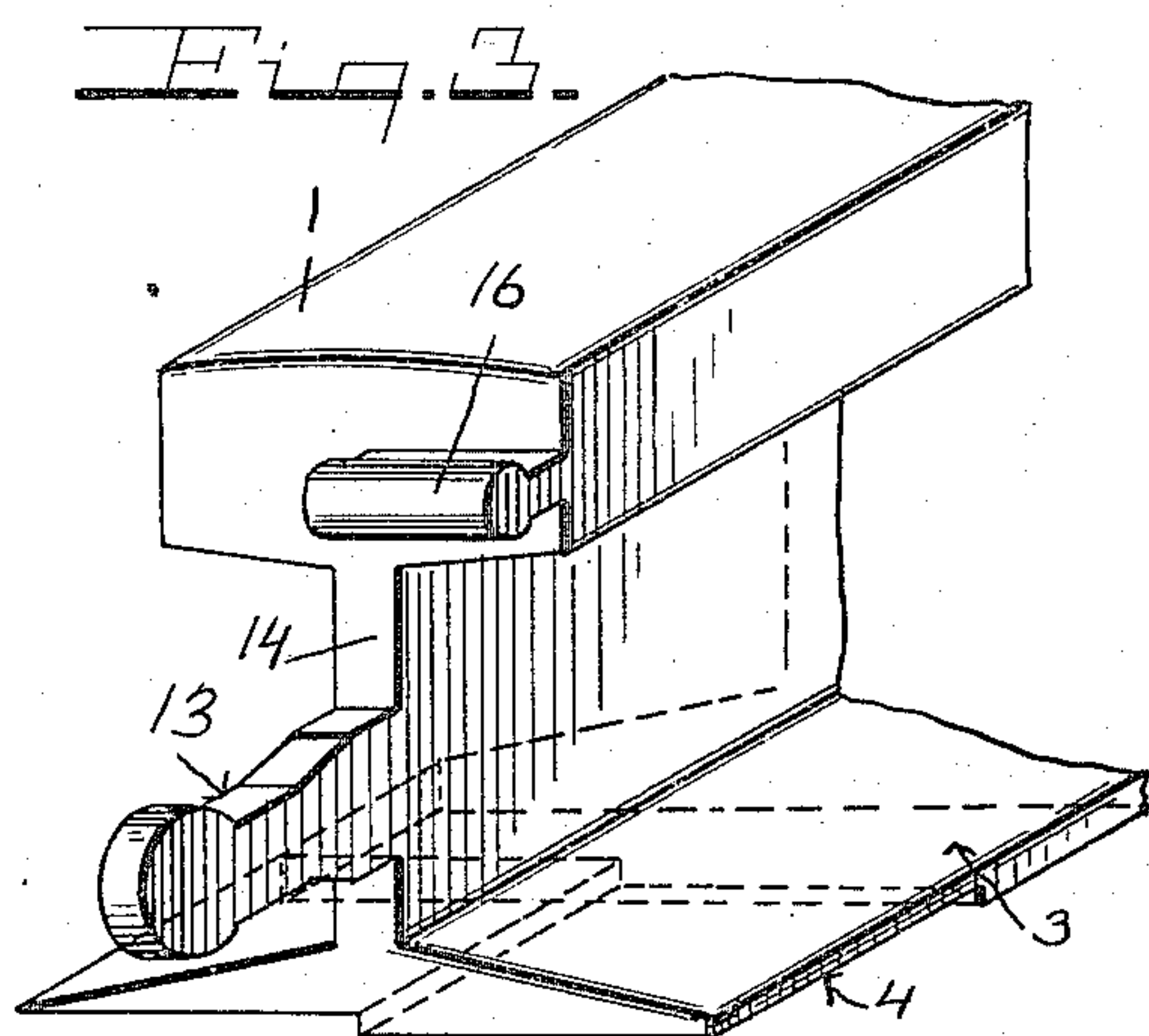
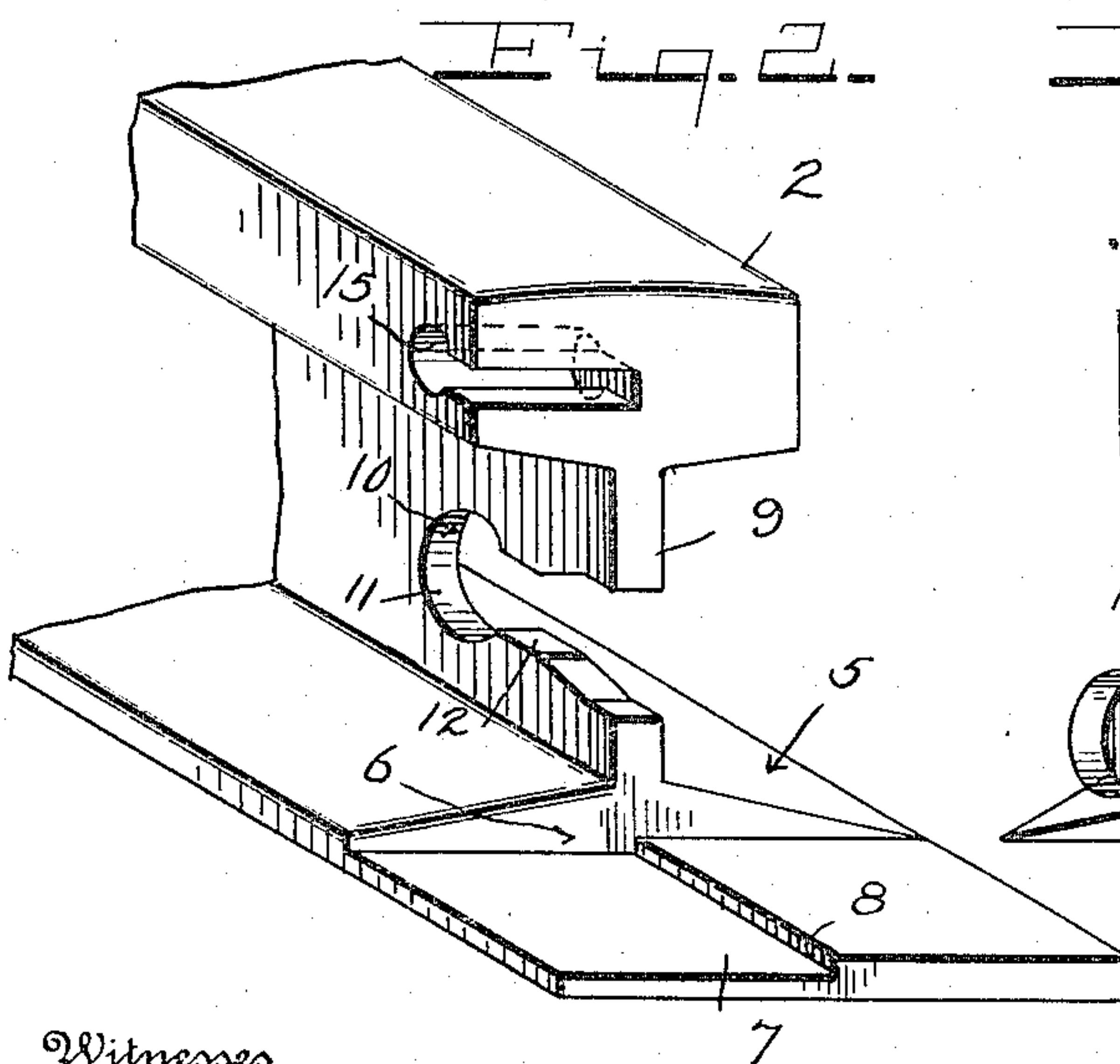
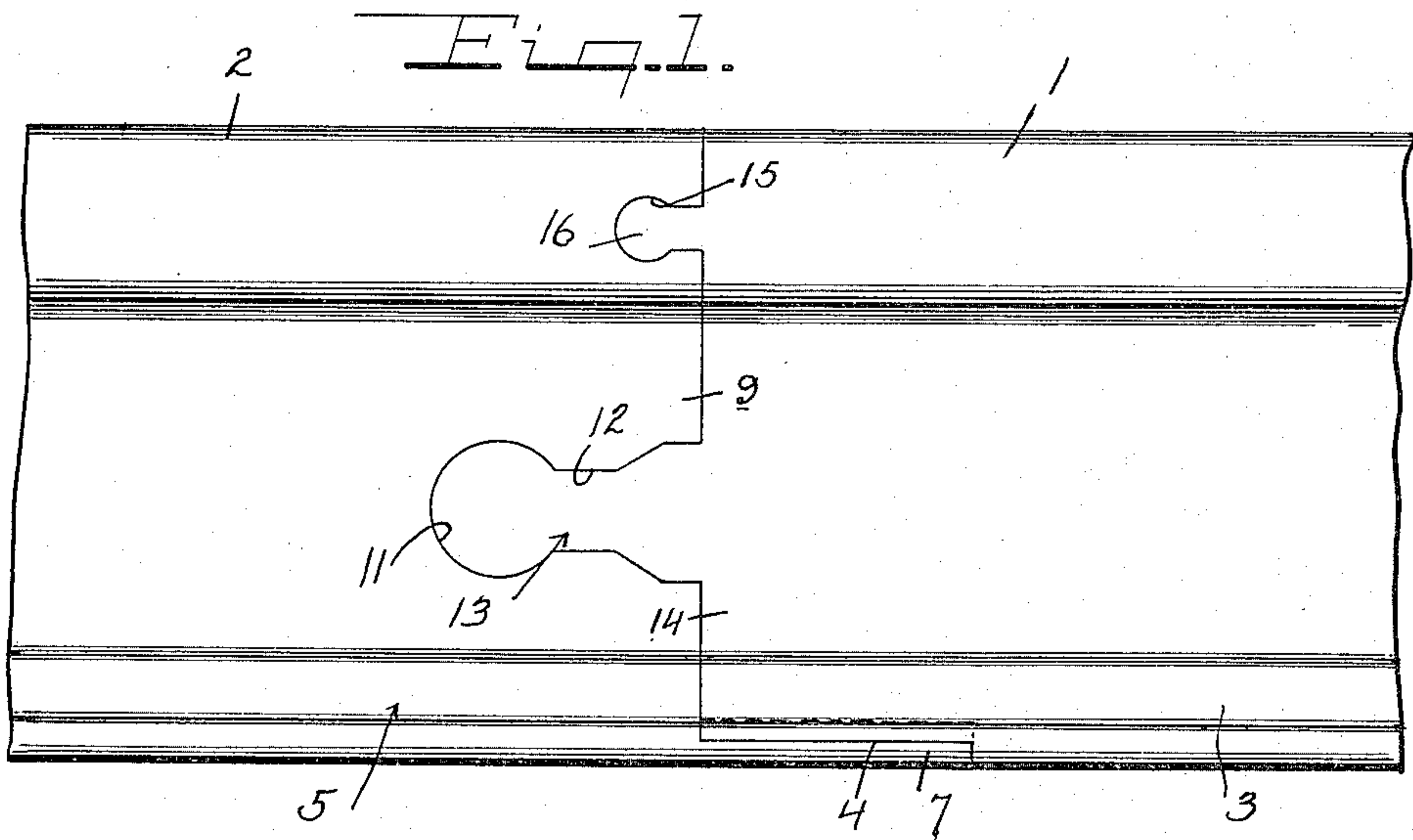
J. RONCEVICK.

RAIL JOINT.

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1,155,277.

Patented Sept. 28, 1915.



Witnesses

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RAIL-JOINT.

1,155,277.

Specification of Letters Patent.

Patented Sept. 28, 1915.

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To all whom it may concern:

Be it known that I, JOE RONCEVICK, a subject of the Emperor of Austria-Hungary; residing at Park City, in the county of Summit and State of Utah, have invented certain new and useful Improvements in Rail-Joints; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in rail joints and consists in constructing the ends of rails in such manner that they may be interlocked effectively and the rails prevented relative movement.

An important object of my invention is to provide simple and effective joint locking means that may be easily and quickly operated to secure the ends of rails to one another, said joint dispensing with the necessity of employing bolts or other fastening means and enabling the laying of rails in an expeditious manner.

The above and additional objects are accomplished by such means as are illustrated in the accompanying drawings, described in the following specification and then more particularly pointed out in the claims.

With reference to the drawings, wherein I have illustrated the preferred embodiment of my invention as it is reduced to practice, and throughout the several views of which similar reference numerals designate corresponding parts.

Figure 1 is a fragmentary side elevation of my improved rail joint. Fig. 2 is a detail perspective view of one of the rails of a joint and Fig. 3 is a detail fragmentary perspective view of another of the rails.

Referring to the drawings by characters of reference, 1 and 2 designate respectively the rails of a joint. The base 3 of the rail 1 is provided with an extension 4 which is of the same width as the base and extends considerably beyond the end of the rail web and ball. This extension 4 is of less thickness than the base 3 and is flush with said base on its upper face. The base 5 of the rail 2 is provided with an extension 6 similar to the one 4, said extension 6 having its lower face flush with the lower face of the base and being of less thickness than the base. The under face of the extension 4 and the upper face of the extension 6 are recessed on one side as at 7 to provide a

longitudinally disposed shoulder 8. The shoulders 8 are in alinement with the longitudinal axes of the rail bases. The extensions 4 and 6 are arranged to overlap, the one 4 resting upon the one 6. The shoulders 8 abut so as to provide for the alinement of the rails 1 and 2. When the rails are assembled the upper face of the extension 4 is disposed in the same plane as is the upper face of the base of each of the rails.

Formed in the web 9 of the rail 2 and opening out at the end of said web is a horizontally disposed key hole opening 10 which comprises approximately a circular inner end 11 and similar angular sides 12. A locking projection or key 13 comprising a shank portion and an enlarged circular head is carried upon the web 14 of the rail 1 at a point intermediate the top and bottom of said web and projects outwardly therefrom. This key 13 is designed to engage in the opening 10 when the rails 1 and 2 are secured to one another to prevent relative longitudinal movement of said rails.

Formed in the ball of the rail 2 upon one side of said ball and opening at the end face of the ball is a horizontally disposed key hole opening 15. This opening 15 opens on one side face of the ball and is designed to receive a locking key 16 carried upon the ball of the rail 1 and extending outwardly therefrom. The key 16 comprises a cylindrical head and a shank and is formed integral with said ball of the rail 1.

In assembling the joint, the rail 2 is first placed in position and the rail 1 then moved sidewise into coöperation therewith. The keys engage in respective slots or openings and prevent relative longitudinal movement of the rails 1 and 2 when the same are assembled and also relative vertical movement. The projection 4 extends over and interlocks with the projection 6 and assists the key in preventing relative movement of the rails vertically.

With my improved joint it will be seen that rails may be quickly laid, all that is necessary being to first lay the rail 2 and then move the rails 1 into coöperative engagement therewith laterally.

In practice, I have found that the form of my invention, illustrated in the drawings and referred to in the above description, as the preferred embodiment, is the most efficient and practical; yet realizing that the conditions concurrent with the

adoption of my device will necessarily vary, I desire to emphasize the fact that various minor changes in details of construction, proportion and arrangement of parts may
5 be resorted to, when required, without sacrificing any of the advantages of my invention, as claimed.

What is claimed is:—

1. In a rail joint the combination with co-
10 operating rails, one of the rails being provided with key hole openings formed in the web and ball respectively of such rail, and keys carried by and projecting beyond the ends of the other rail and arranged to en-
15 gage the said key hole openings.

2. The combination with cooperating rails provided at their bottom flanges with overlapping interlocking projections, one of the rails being provided in its web and ball re-
20 spectively with key hole openings and keys projecting from the web and ball of the other rail and arranged in planes at right

angles to each other and engaging the said key hole openings.

3. The combination with rails of a joint 25 including bases, webs and balls, of projections carried by the bases of the rails and arranged to overlap, the balls and webs of the rails arranged to engage each other when the projections are overlapped, one of 30 said rails having key hole openings therein, keys carried by the other of said rails and arranged to engage into said key hole openings, said key hole openings being disposed in the web and ball respectively of rail, said 35 opening in the web opening transversely relative thereto, said opening in the ball opening on one side of said ball.

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

JOE RONCEVICK.

Witnesses:

GEORGE G. KAPOVICK,
PETER CLARK.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."