

(No Model.)

P. TATUM.
RAILROAD RAIL JOINT.

No. 261,277.

Patented July 18, 1882.

Fig. 1.

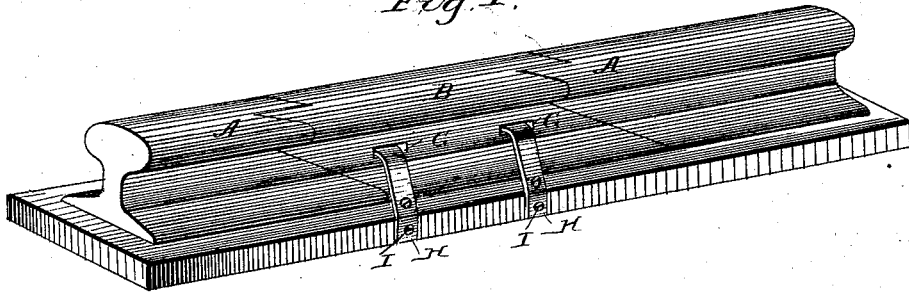


Fig. 3.

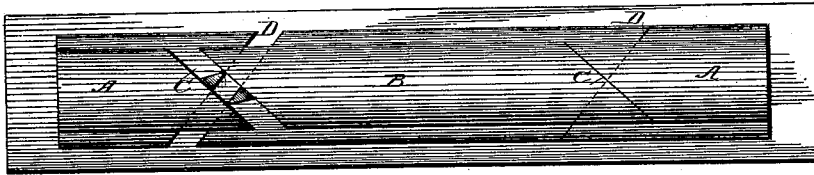
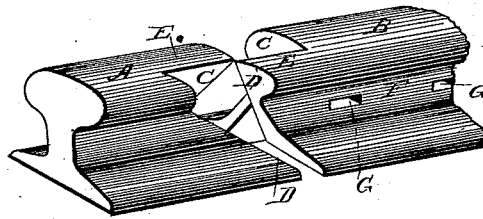


Fig. 2.



WITNESSES:

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INVENTOR.

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UNITED STATES PATENT OFFICE.

PAUL TATUM, OF HARMONY HILL, TEXAS, ASSIGNOR OF ONE-HALF TO
JAMES W. FLANAGAN.

RAILROAD-RAIL JOINT.

SPECIFICATION forming part of Letters Patent No. 261,277, dated July 18, 1882.

Application filed May 26, 1882. (No model.)

To all whom it may concern:

Be it known that I, PAUL TATUM, of Harmony Hill, in the county of Rusk and State of Texas, have invented certain new and useful Improvements in Railroad-Rail Joints; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

Figure 1 is a perspective view. Fig. 2 is a detail view, in perspective, of the parts composing my improved rail-joint detached from each other; and Fig. 3 is a perspective view, illustrating a modification.

Corresponding parts in the several figures are denoted by like letters of reference.

This invention relates to railroad-rail joints; and it has for its object to construct, without the use of bolts, nuts, and fish-plates, a joint which shall be cheap, durable, and possessed of great strength and rigidity, all as will be hereinafter fully described, and particularly pointed out in the claims.

In the drawings hereto annexed, A A represent the adjoining ends of two rails, and B is a short rail interposed between the ends A A and constituting the joint. The adjacent ends of the rails and joint are provided with diagonal cuts or incisions made in each rail end at right angles to each other, as at C D, and extending from the sides of the rail through the head, web, and flange until they meet in a central vertical plane. The portions beyond the cuts or incisions C D are removed, thus forming projecting tongues E. The tongues of the rail ends and those of the joint are made to interlock, as shown, thus forming lap or lock joints of great strength and rigidity, the rail ends being so firmly interlocked as to constitute practically a single rail. The web F of the joint B is provided just above the flange with transverse horizontal slots G G, in which strong iron straps H H are adjusted and secured by means of spikes I at both ends to

the tie or ties. In this manner the joint is held much more firmly than in any other manner known to me. The straps H prevent the joint from moving in any direction, and said straps are held securely by means of the spikes, as shown.

In Fig. 3 of the drawings I have shown a modification of my invention, which is as follows: Instead of making the cuts or incisions C D from the sides of the rail, I make them from the top and bottom, so that they shall meet centrally in the web. The operation is precisely the same, as are the results attained.

The advantages of my improved rail-joint will be readily understood. It is simple, durable, inexpensive. Fish-plates, bolts, and nuts being dispensed with, the labor of keeping these parts in repair is likewise done away with, and the danger from lost nuts avoided. My improved joint is exceedingly firm and rigid, and, owing to the construction, the wheels of the rolling stock will always have a firm tread upon each rail before leaving the preceding one or the joint.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. In a railroad-rail joint, the short rail or joint-strip B, having horizontal slots G, in combination with the fastening-strips H, as described, for the purpose set forth.

2. As an improvement in railroad-rail joints, the combination, with the rail ends having diagonal incisions from opposite sides by which tongues E are formed, of the interposed short rail B, having corresponding incisions and tongues by which lock or lap joints are formed, and horizontal slots G, and the fastening-strips H, as and for the purpose set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

PAUL TATUM.

Witnesses:

B. F. PHILLIPS,
J. L. ADAMS.