No. 892,328. PATENTED JUNE 30, 1908.

P. STOVER.

RAILWAY RAIL JOINT.

APPLICATION FILED OCT. 10, 1907.

Fig. 1.

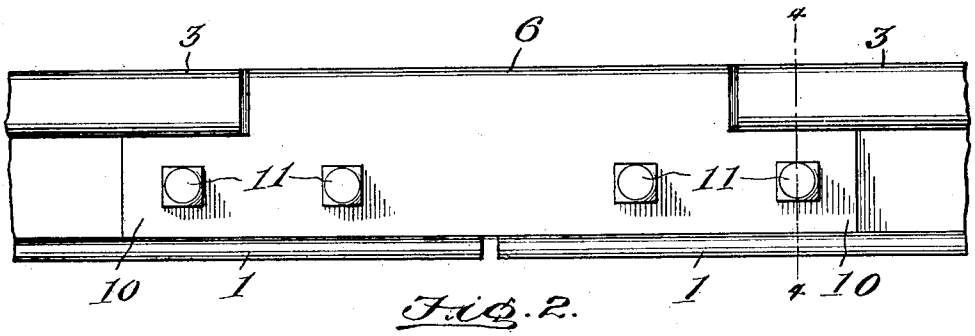


Fig. 2.

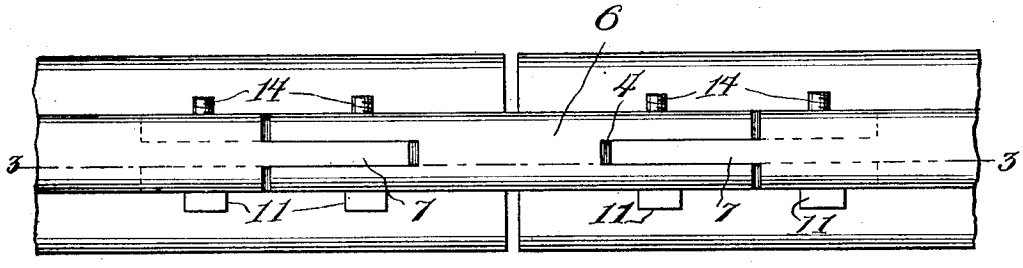


Fig. 3.

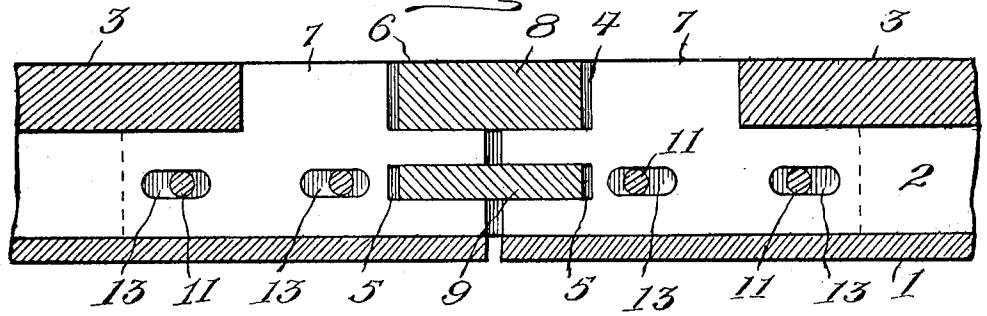
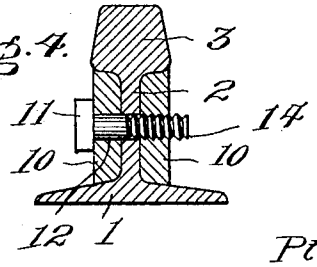


Fig. 4.



Inventor

Ptollman Stover,

Witnesses

J. T. L. Wright,

John F. Byrne.

By Victor J. Evans

Attorney

THE NORRIS PETERS CO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

PTOLLMAN STOVER, OF VISALIA, CALIFORNIA.

RAILWAY-RAIL JOINT.

No. 892,328. Specification of Letters Patent. Patented June 30, 1908.

Application filed October 10, 1907. Serial No. 396,737.

To all whom it may concern:

Be it known that I, PTOLLMAN STOVER, a citizen of the United States, residing at Visalia, in the county of Tulare and State of California, have invented new and useful Improvements in Railway-Rail Joints, of which the following is a specification.

My invention relates to railway rail joints, and one of its objects is to provide a device of this character which will prevent the sagging and the rounding of the ends of the rails, one which is simple, durable and efficient, and one which may be manufactured at a comparatively low cost.

With the above and other objects in view, the invention consists in the construction, combination and arrangement of parts hereinafter fully described, claimed and illustrated in the accompanying drawings, wherein:

Figure 1 is a view in side elevation of a rail joint constructed in accordance with my invention. Fig. 2 is a top plan view thereof. Fig. 3 is a sectional view on the line 3—3 of Fig. 2. Fig. 4 is a sectional view on the line 4—4 of Fig. 1.

Referring to the drawings by reference numerals, 1 designates the bases, 2 the webs and 3 the heads of rails which except for the formations of their ends are of the usual construction. The bases and webs of the rails are continued longitudinally beyond the heads thereof, the extensions of the webs being coextensive in height with the height of the rails. These web extensions are formed to provide a recess or seat 4 when the rails are assembled, and are provided with recesses 5 which open out through the edges thereof.

The ends of the rails are united by a section 6 which is coextensive in height with the height of the rails and in width with the width of the heads of the rails. The joint section 6 is recessed longitudinally as at 7 for a reception of the web extensions, the recess being formed to provide a block 8 adapted to fit in the recess or seat 4 and a rib 9 adapted to fit in the recesses 5. The sides of the joint section 6 are provided with reduced extensions 10 which embrace the webs of the rails and snugly engage the bases 1 and heads 3 as fully shown in Fig. 4 of the drawings. The joint section 6 is secured in applied position by means of bolts 11 which pass through openings 12 in one side of the section, longitudinally extending elongated openings 13 in the webs 3 and threadedly engage the walls of openings 14 in the opposite side of the section.

It should be apparent from the above description, taken in connection with the accompanying drawings that the ends of the rails will be prevented from sagging by the interlocking connection between the section 6 and the ends of the rails, that the joint provides for the free expansion or contraction of the rails and that the extensions of the webs will carry the wheels of a train over the spaces in the joint, thus avoiding the rounding of the ends of the rails and the section of the joint.

Changes in the form, proportions, and minor details of construction may be made within the scope of the invention without departing from the spirit or sacrificing any of the advantages thereof.

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

1. The combination of a pair of rails provided with forwardly extending bases and webs, said web extensions being formed to provide a seat and recesses, a joint section recessed to receive the web extensions and provided with a block adapted to occupy the seat and with a rib adapted to occupy the recesses, and means adapted to secure the section in applied position.

2. The combination of a pair of rails provided with forwardly extending bases and webs, the webs being coextensive in height with the height of the rails and provided with seats and recesses, a joint section recessed for the reception of the extended portions of the webs and provided with a block adapted to occupy the seat and a rib adapted to occupy the recesses, said joint section being also provided with extending side portions adapted to embrace the webs of the rail and snugly engage the heads and the bases thereof, and threaded bolts passing through openings in one side of the section, elongated openings in the webs of the rails and threadedly engaging openings in the other side of the section.

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

PTOLLMAN STOVER.

Witnesses:

CHAS. T. POOL,

JOS. SHERMAN.