E. MAY.

RAIL JOINT.

APPLICATION FILED FEB. 4, 1908.

899,883.

Patented Sept. 29, 1908.

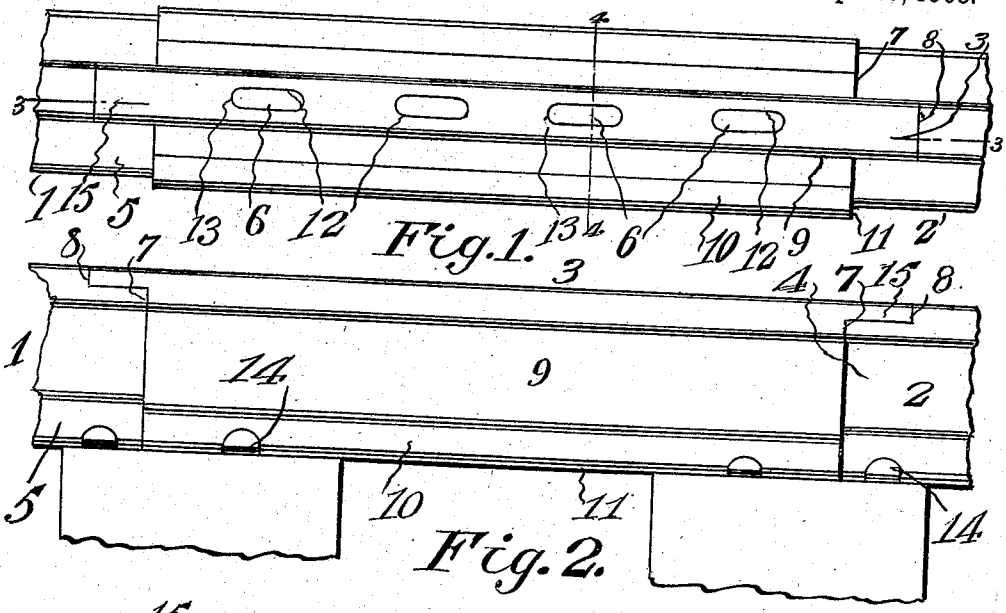

Fig. 1.

Fig. 2.

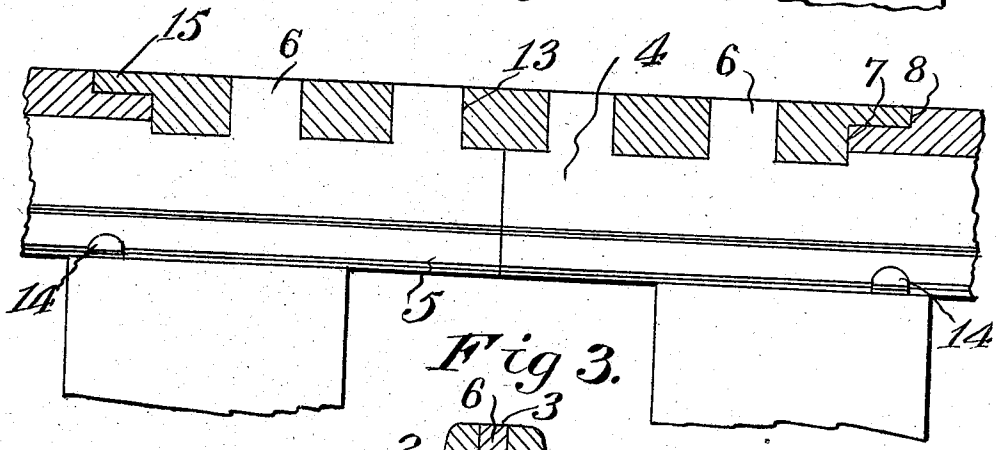

Fig 3.

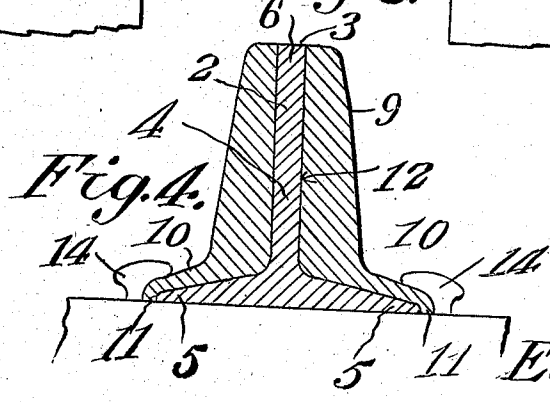

Fig. 4.

Witnesses;-

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UNITED STATES PATENT OFFICE.

EUSTACE MAY, OF SHRYOCK, WEST VIRGINIA.

RAIL-JOINT.

No. 899,883. Specification of Letters Patent. Patented Sept. 29, 1908.

Application filed February 4, 1908. Serial No. 414,233.

To all whom it may concern:

Be it known that I, EUSTACE MAY, a citizen of the United States, residing at Shryock, in the county of Greenbrier and State of West Virginia, have invented new and useful Improvements in Rail-Joints, of which the following is a specification.

This invention relates to rail joints, and the object of the invention is to provide a device of this character whereby the meeting ends of rails are effectively and securely retained in position in relation to each other.

With these objects in view the invention resides in providing the meeting ends of a pair of rails with projecting tongues adapted for engagement with a hollow splice bar having recesses adapted for engagement with the tongues of the rails, the splice bar being provided with flanges adapted to engage the base flanges of the rails, and whereby the splice bar may be effectively retained in position upon the rails by suitable spikes inserted within the ties of the rail and engaging the flange of the splice bar.

In the drawings, Figure 1 is a top plan view of the contiguous ends of a pair of rails constructed in accordance with my invention and joined together by my improved splice bar. Fig. 2 is a side elevation of the same. Fig. 3 is a longitudinal sectional view upon the line 3—3 of Fig. 1. Fig. 4 is a transverse sectional view upon the line 4—4 of Fig. 1.

In the accompanying drawings the numerals 1 and 2 designate the meeting ends of a pair of rails. The body of the rails employed with the present invention is of the usual construction, having a head 3, web 4 and base flanges 5. The head 3 of the rails is cut away at a suitable point adjacent the end of the rails, in a longitudinal line with the sides of the web. The vertical projecting portion thus formed, is cut horizontally to provide a series of fingers 6, and the horizontal cut is continued beyond the transverse abutting edges 7 of the rail head, a suitable distance and formed with the transverse vertical wall 8.

The splice bar employed in connection with my invention comprises a body 9, having its top face of a size corresponding with that of the head of the rail. The body 9 is provided upon each of its sides with flanges 10, having downturned lips or extremities 11. The body of the splice is provided with a central longitudinal channel 12, of a size approximately equaling that of the thickness and height of the web of the rail. The upper wall of the channel 12 is provided with a series of openings 13, communicating with the top of the splice bar, and adapted for the reception of the tongue 6 formed upon the rails. The flanges 10 of the splice bar are adapted to overlie the base flanges of the rails, and to securely retain the splice and rails in position with each other by suitable spikes 14 being inserted within the ties of the rail and engaging the ends or edges of the flange of the splice. The splice bar is provided with a projecting lip 15 upon each of its ends, and these lips are adapted to lie upon the horizontal cut away portion of the rail head adjacent the vertical wall 8.

From the above description it will be seen that I have provided a simple, cheap and effective device for connecting the meeting ends of rails, one which is easily constructed and while allowing for expansion and contraction of the rails will perform the function for which it is intended with certainty.

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

1. A rail joint comprising a tie bar having a passage provided with centrally arranged longitudinally extending pockets, and the meeting ends of a pair of rails having fingers upon their webs adapted for engagement with the passage and the openings of the tie bar.

2. A rail joint comprising a tie bar having a centrally arranged longitudinal passage provided with a series of pockets arranged between the top wall of the passage and the top of the tie bar, flanges upon the tie bar extending outwardly from the walls of the passage, and the meeting ends of a pair of rails having a portion of their heads cut away and their webs provided with fingers, the webs adapted for engagement with the passage of the tie bar and the fingers adapted for engagement with the pockets of the tie bar, the flanges of the tie bar adapted for engagement with the flanges of the rails, and retaining elements adapted to contact the flanges of the tie bar to retain the tie bar and rail ends in engagement with each other.

3. A rail joint comprising a tie bar having a central longitudinal passage and a series of openings within the top wall of the passage and flanges extending from the walls of the passage, lips projecting beyond the ends of the tie bar, and the meeting ends of a pair

of rails having their heads cut away a suitable distance and their webs provided with fingers, the heads also provided with a horizontal cut away portion having a vertical wall, the webs adapted to engage the recess of the splice bar, the fingers of the webs adapted to engage the openings in the splice bar, the projecting lips of the splice bar adapted to engage the cut away portions of the heads of the rails, and the flanges of the splice bar adapted to engage the flanges of the rails and to be held in secure position thereon by suitable retaining elements.

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

EUSTACE MAY.

Witnesses:
SUSAN PERRY,
ANNIE SELDOMRIDGE.