No. 852,415. PATENTED MAY 7, 1907.

D. C. BURROUGH.

RAIL JOINT.

APPLICATION FILED FEB. 18, 1907.

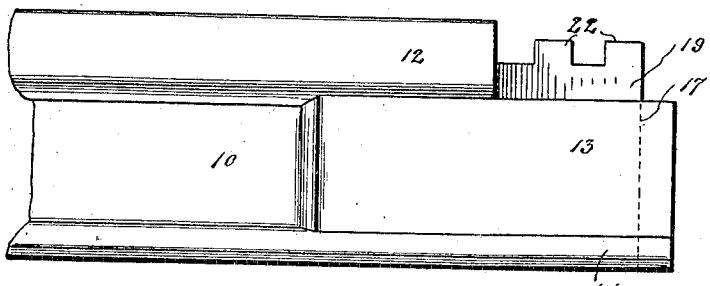

Fig. 1.

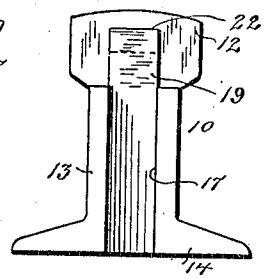

Fig. 2.

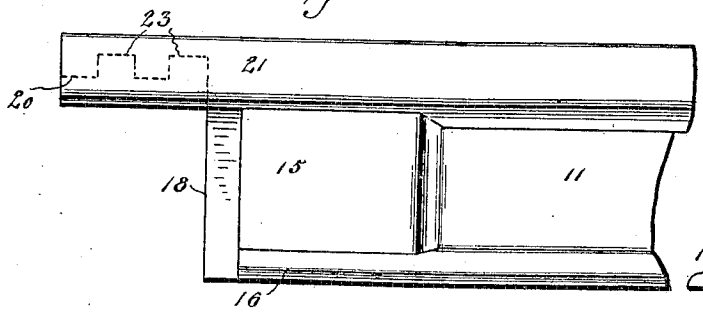

Fig. 3.

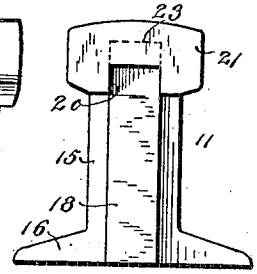

Fig. 4.

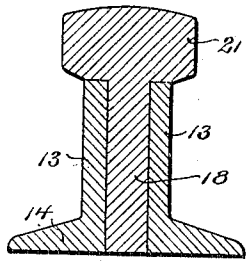

Fig. 6.

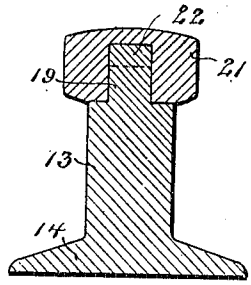

Fig. 7.

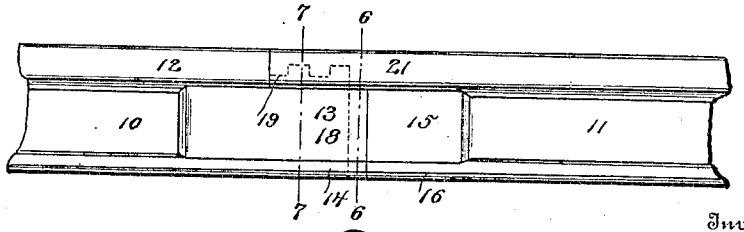

Fig. 5.

Inventor

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Witnesses

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UNITED STATES PATENT OFFICE.

DRAPER C. BURROUGH, OF LIVERPOOL, WEST VIRGINIA.

RAIL-JOINT.

No. 852,415. Specification of Letters Patent. Patented May 7, 1907.

Application filed February 18, 1907. Serial No. 357,878.

To all whom it may concern:

Be it known that I, DRAPER C. BURROUGH, a citizen of the United States, residing at Liverpool, in the county of Jackson and State of West Virginia, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification.

This invention is a rail-joint and has for its object to provide simple and efficient means for uniting the abutting ends of adjacent railway rails without the use of fish-plates and bolts; and to this end the invention comprises a novel form of scarf-joint to be hereinafter described and claimed.

In the accompanying drawing, Figure 1 is a side elevation of one of the rail-sections and Fig. 2 is an end view thereof. Fig. 3 is a side elevation of the other rail-section and Fig. 4 is an end view thereof. Fig. 5 is an elevation showing the completed joint. Fig. 6 is a vertical section on the line 6—6 of Fig. 5. Fig. 7 is a vertical section on the line 7—7 of Fig. 5.

Referring specifically to the drawing, the adjacent rail-sections are indicated at 10 and 11, respectively. For a short distance from the end, the head 12 of the rail 10 is cut away leaving a projecting web 13 and a base 14. The web 15 and the base 16 of the rail 11 are cut away for the same distance so that the rail ends can come together.

In the end of the projecting web 13 and the base 14 is a mortise 17 which receives a tenon 18 projecting from the ends of the web 15 and base 16. On top of the web 13 is a tenon 19 which enters a mortise 20 in the under side of the head 21 of the rail 11. On top of the tenon 19 are branches 22 which enter enlargements 23 in the mortise 20 whereby the rail-sections are prevented from being separated endwise. The tenon 19 is of less width than the web 13 so that the top of said web forms a shoulder on which the head 21 is supported. This prevents the rail ends from being raised or depressed by the weight of the car passing over the joint thereby preventing or diminishing jarring or pounding. For some distance from their respective ends the rail-sections have enlarged webs to provide sufficient material for the parts herein described.

No fish-plates or bolts are required with the joint herein described, and the parts can be quickly assembled, and when in position a strong and efficient joint is had.

I claim:—

A rail-joint comprising a rail having at its end a projecting web and base with a vertically arranged mortise in the end of said web and base, tenons on top of the projecting web; and an abutting rail having a projecting head formed with mortises to receive the first mentioned tenons, and a vertical tenon projecting from the end of the web and base of said abutting rail and entering the vertical mortise of the first mentioned rail.

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

DRAPER C. BURROUGH.

Witnesses:

LEWIS DELANEY,

MARTIN RINESTINE.