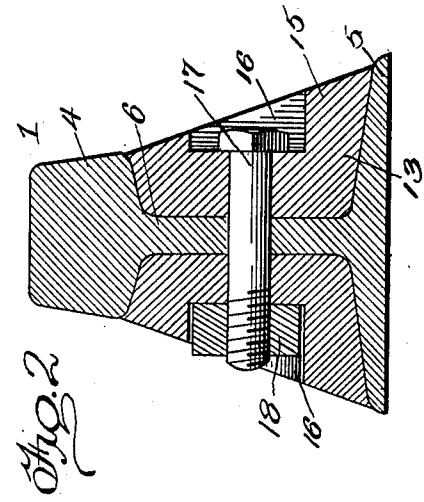
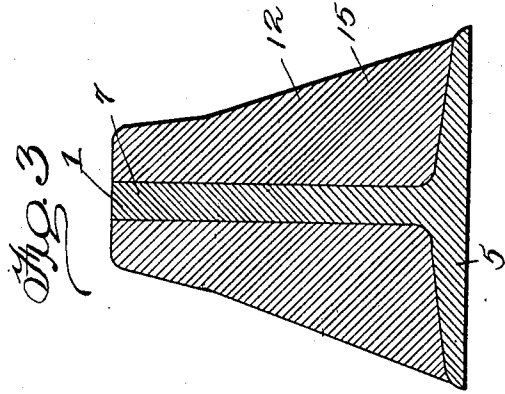
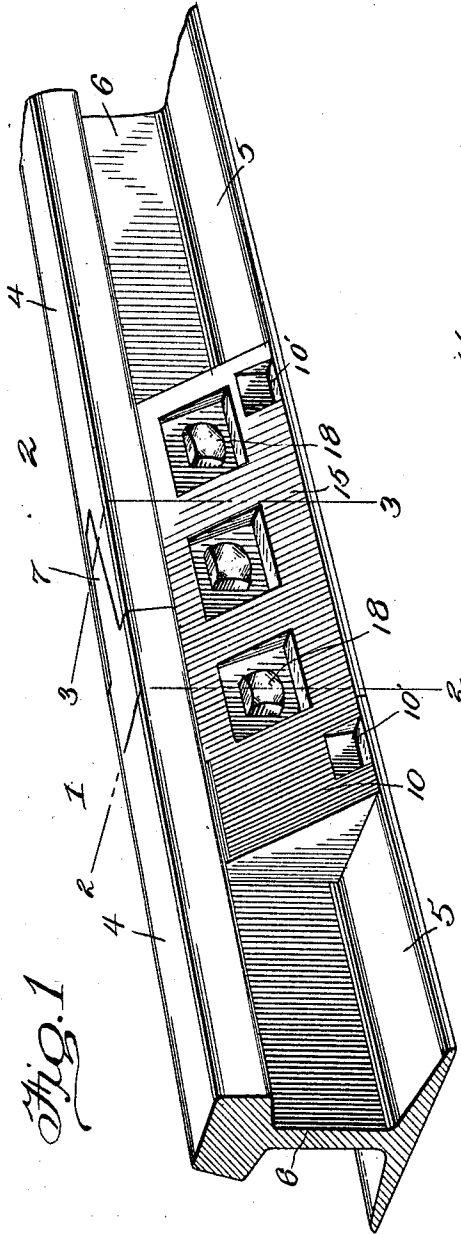


W. B. MIMS.
RAIL JOINT.
APPLICATION FILED SEPT. 13, 1910.

1,003,938.

Patented Sept. 19, 1911.
2 SHEETS—SHEET 1.



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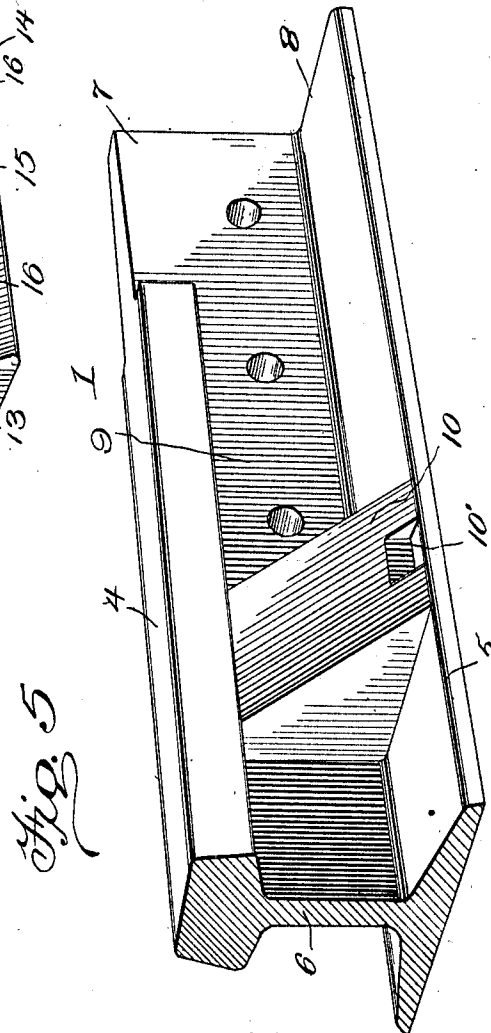
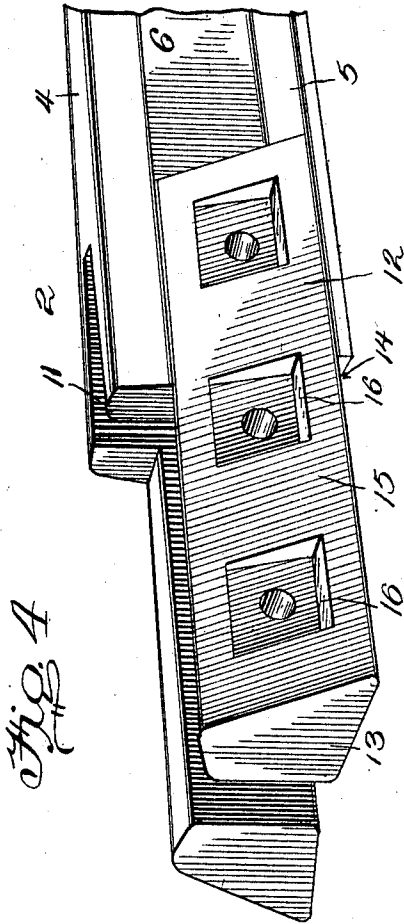
RAIL JOINT.

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Patented Sept. 19, 1911.

2 SHEETS-SHEET 2.



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RAIL-JOINT.

1,003,938.

Specification of Letters Patent. Patented Sept. 19, 1911.

Application filed September 13, 1910. Serial No. 581,801.

To all whom it may concern:

Be it known that I, WILLIAM B. MIMS, a citizen of the United States, residing at Panama City, in the county of Washington and State of Florida, have invented new and useful Improvements in Rail-Joints, of which the following is a specification.

This invention relates to improvements in railway rails, and the primary object of the invention is to provide a rail having its opposite ends so arranged as to be easily and quickly connected with an adjacent rail of a similar structure.

Another object of the invention is to provide a joint for rails whereby the meeting ends of the said rails will be firmly and securely connected together so that lateral movement as well as the sagging of the rails at their points of juncture, due to the rolling stock passing thereover, is entirely obviated.

With the above, and other objects in view, the invention resides in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings there has been illustrated a simple and preferred embodiment of the improvement, and in which drawings,

Figure 1 is a perspective view of a pair of rails constructed in accordance with the present invention, and showing the same connected together. Fig. 2 is a sectional view upon the line 2—2 of Fig. 1. Fig. 3 is a similar sectional view upon the line 3—3 of Fig. 1. Fig. 4 is a perspective view of one of the rail ends. Fig. 5 is a similar view of the opposite rail ends.

In the accompanying drawings the numerals 1 and 2 designate the rails. These rails have their body portions constructed in the ordinary manner, each comprising a head 4, base flange 5 and connecting web 6. The rail 1 is provided with a projecting web 7 and a projecting base flange 8. The web 7 equals in height the distance between the top of the head and the base flange, and the side walls of the said projecting web are preferably inclined toward their outer ends, as clearly illustrated in the detail figure of the drawing.

The web 9 directly beyond the projecting portion 7 is formed upon its opposite faces with an enlargement 10 which connects the

head and the base flange of the rail. This enlargement 10 is provided with a suitable recess 10', the same being adapted for the reception of the head of a spike.

The rail 2 has one of its ends provided with a central vertical longitudinally extending opening, forming side walls 12. The said side walls have their upper extremities in a plane level with the top of the head of the rails for a suitable distance, and are thence cut away vertically and longitudinally to provide extensions 13. The base flange of the rail directly beneath the side walls and the extensions is cut away longitudinally as at 14, and the sides of the rails are enlarged for a suitable distance as at 15 and provided with depressions 16 adapted for the reception of heads of spikes.

Both the side walls and the extensions may be provided with alining openings, and the said openings are adapted to correspond with similar openings provided within the web portion 7 and the pocket provided upon the rail section 1, all the said openings being adapted for the reception of suitable retaining connecting elements, such as bolts and nuts 17 and 18 respectively. The inner walls of the extensions provided by the opening 11 of the rail section 2 converge at their ends so as to correspond with the inclined projection 7 of the member 1 and the pocket adjacent to and connecting the same. By this arrangement, it will be noted that when the members are assembled the projecting web 7 as well as the pocket 9 of the rail member 1 will tightly engage the wedge shaped side walls and extensions of the rail section 2. It will be further noted that when the members are assembled the under faces provided by the side walls and the cut away portions of the flange will securely engage with the upper faces of the base flange of the rail section 1, while the ends of the side walls will contact with the head of the section 1 and the extensions 13 will be secured within the pockets 9.

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

In a rail joint, a rail provided with a projecting web, said web having its upper edge level with the top of the head of the rail, the sides of said web converging toward its outer end, the head and base flange of the rail being provided with an enlarged connecting portion having a spike receiv-

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ing recess, the opposite section of the rail
being provided with a central vertical lon-
gitudinally extending opening, the inner
walls provided by said opening converging
5 toward their inner ends, the sides provided
by the said opening having their upper
faces flush with the top of the rail and their
walls having their lower edges terminating
at the upper faces of the flanges of the rails,
10 the said walls being further provided with
spike receiving recesses and having extend-
ing portions of a width equaling the dis-
tance between the base flange and the under

face of the head of the rail of the first sec-
tion and the projecting web of the first sec- 15
tion being of a length equaling the length
of the inner faces of the side walls of the
second section, and means for connecting
the sections.

In testimony whereof I affix my signa- 20
ture in presence of two witnesses.

WILLIAM B. MIMS.

Witnesses:

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A. G. CHANDLEE.

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