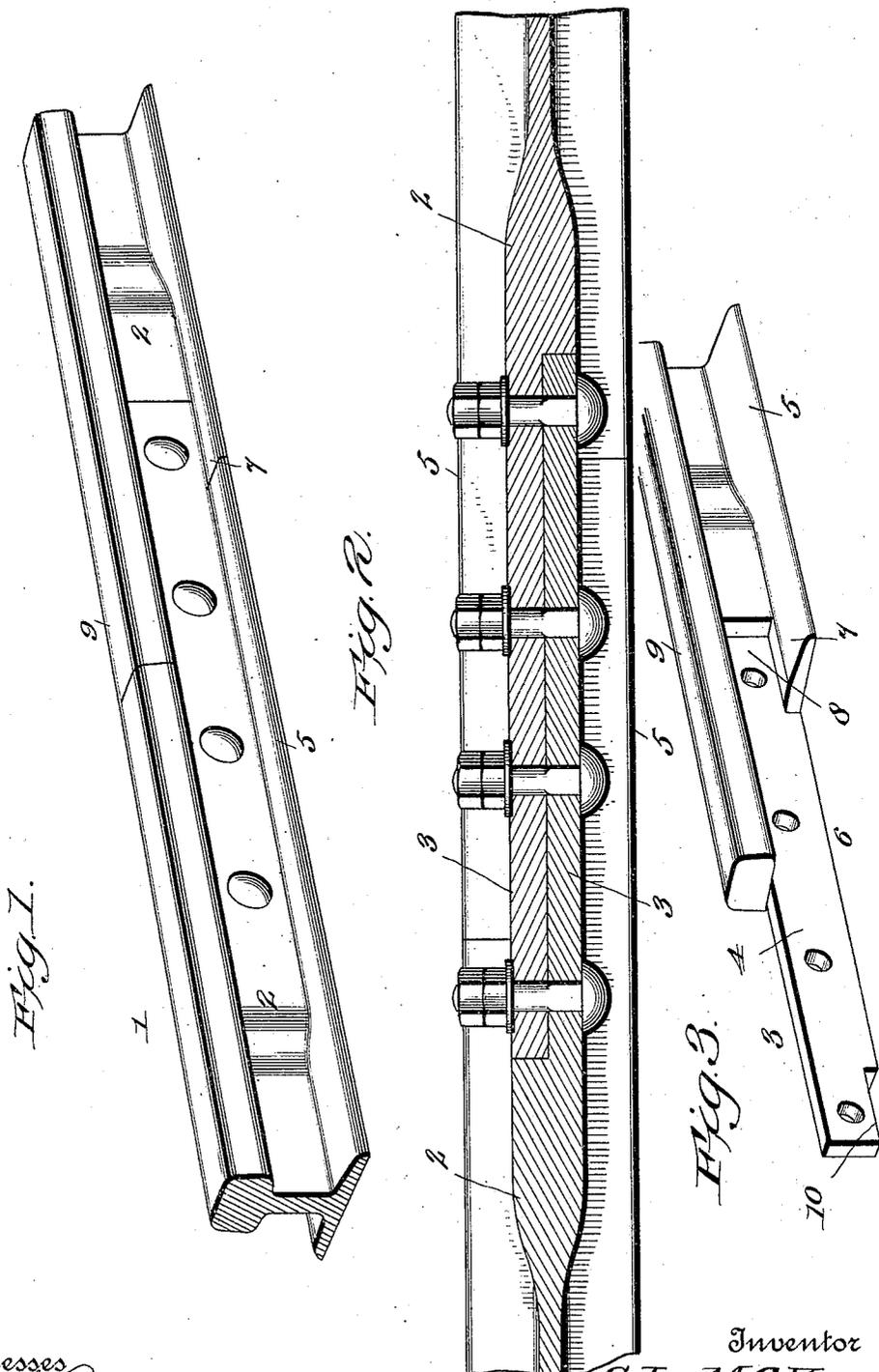


No. 856,087.

PATENTED JUNE 4, 1907.

C. L. McVOY.
RAIL JOINT.

APPLICATION FILED JAN. 16, 1907.



Witnesses
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UNITED STATES PATENT OFFICE.

CHARLES L. McVOY, OF PENSACOLA, FLORIDA.

RAIL-JOINT.

No. 856,087.

Specification of Letters Patent.

Patented June 4, 1907.

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To all whom it may concern:

Be it known that I, CHARLES L. McVOY, a citizen of the United States, residing at Pensacola, in the county of Escambia and State of Florida, have invented certain new and useful Improvements in Rail-Joints; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in the construction of steel rails, and the primary object of the invention is to so form the ends of the rails that they may readily be put together and form a rigid scarf, whereby the use of fish plates is avoided and whereby a portion of one rail interlaps with the other so that at no time are the wheels of the trucks, when passing over a joint, entirely supported by the end of one rail, but by the interlapping ends of both rails, preventing jolting and pounding at rail joints.

For the purpose of disclosure, reference is had to the accompanying drawings illustrating a practical embodiment of the invention, but I wish it understood that I do not limit myself to the exact details shown and described.

In the accompanying drawings, the same letters refer to the same parts in the several views, and Figure 1 is a perspective view of a portion of a pair of rails joined together in accordance with my invention. Fig. 2 is a longitudinal horizontal section through the vertical web of the rails below the tread portion, and Fig. 3 is a perspective view of the cut away end of the rails.

1 designates one of the rails provided with a tread portion, a vertical web and a flanged base, as in the ordinary construction of steel rails, but provided at its end with a thickened web 2 extending laterally on each side of the vertical web and forming a reinforced portion for a purpose hereinafter referred to. As shown more clearly in Figs. 2 and 3, this thickened web portion is cut away in a plane extending longitudinally through the center thereof, forming a tongue 3 having a flat face 4 and in the same plane the base flange 5 at the bottom of one side of said web is cut away as at 6 but leaving a projecting end 7 adjacent the inner end of said tongue and forming with the flat face thereof the inwardly extending rectangular recess 8 between the

tread portion 9 and the base flange. The tread portion 9 also terminates in a position between the outer end of the tongue 3 and the short projection 7 of the flange.

At the outer lower edge of the tongue is formed the notched out portion 10, the upper surface of said notched out portion being substantially in alinement with the upper face of the flanged base so that the flange 5 on the opposite side, from the cut away portion 6, is also cut away adjacent the notch 10.

It will be observed that in manufacturing the rails, the ends will be reversely recessed so that either end of one rail will fit its complementary end of any other rail. It will also be seen that when the rails are assembled in position the two flat faces of the tongue 4 will lie snugly side by side, the notched end 10 of one tongue seating snugly within the recess 8 of its complementary rail, the treads on both rails extending at their ends on the upper edges of the tongues of the opposite rails and abutting at their ends, so that while there is a uniform tread surface, the weight of the trucks in passing over the joint at no time is taken up solely on the end of either of the treads, but by the end of the one tread supported or trussed by the projecting tongue portion formed by the thickened vertical web of the other rail.

Having thus described my invention, what I claim is:—

A rail provided at one end with a tongue, the inner face of which lies in a vertical plane extending longitudinally through the center of the vertical web and a portion of the flanged base of the rail; the tread portion of said rail being cut away above the end portion of said tongue and the lower outer edge of said tongue being notched out above the line of the top of the flange; and the cutaway portion of said vertical web forming said tongue terminating inwardly in a rectangular recess formed in the vertical web of said rail above said base flange, the said rail being adapted to cooperate with a similarly formed reversed rail to make a rigid scarf joint, substantially as described.

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

CHARLES L. McVOY.

Witnesses:

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