

(No Model.)

E. S. HOVEY.

DEVICE FOR CONNECTING THE ENDS OF RAILROAD RAILS.

No. 311,002.

Patented Jan. 20, 1885.

Fig. 1.

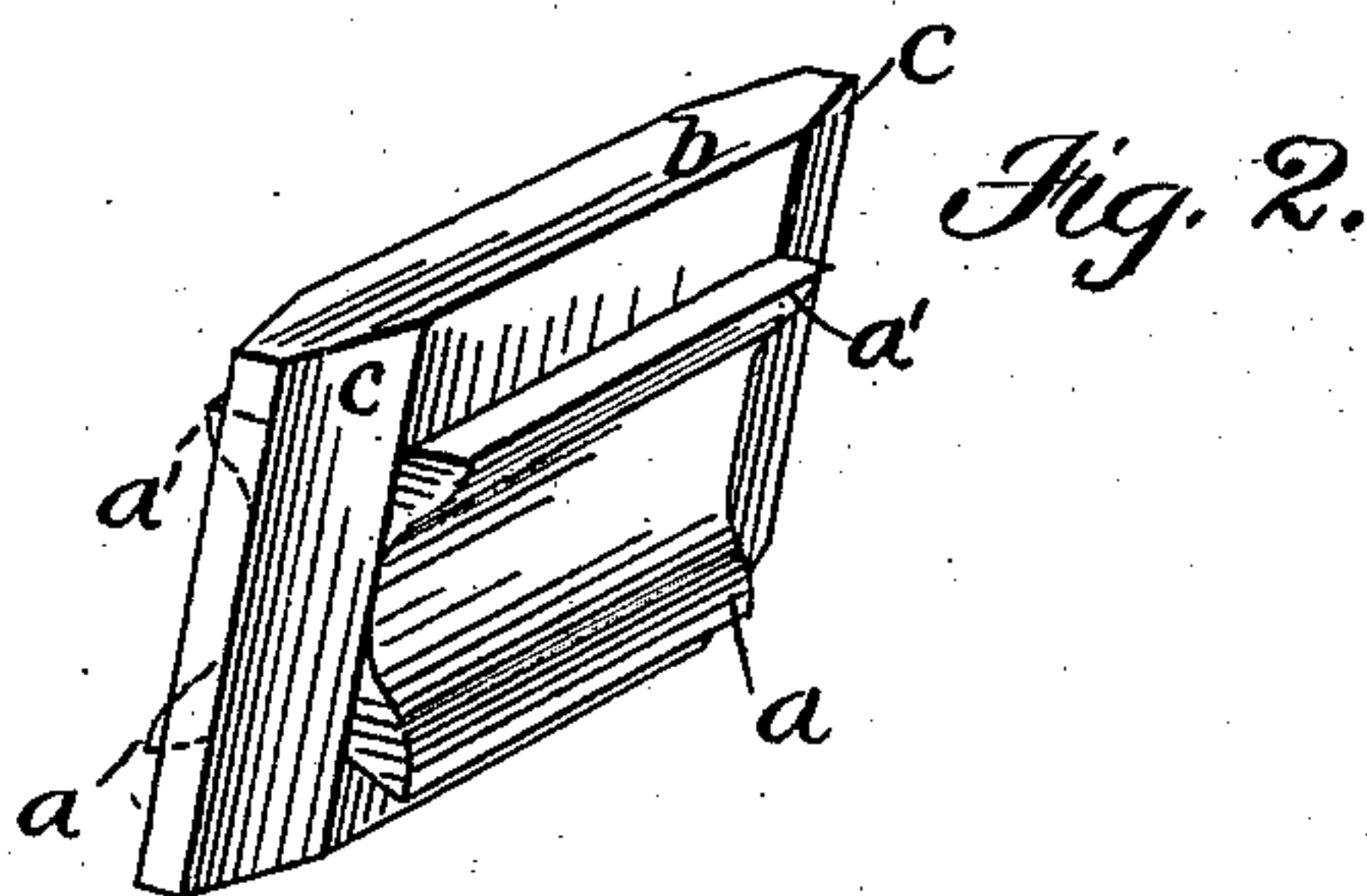
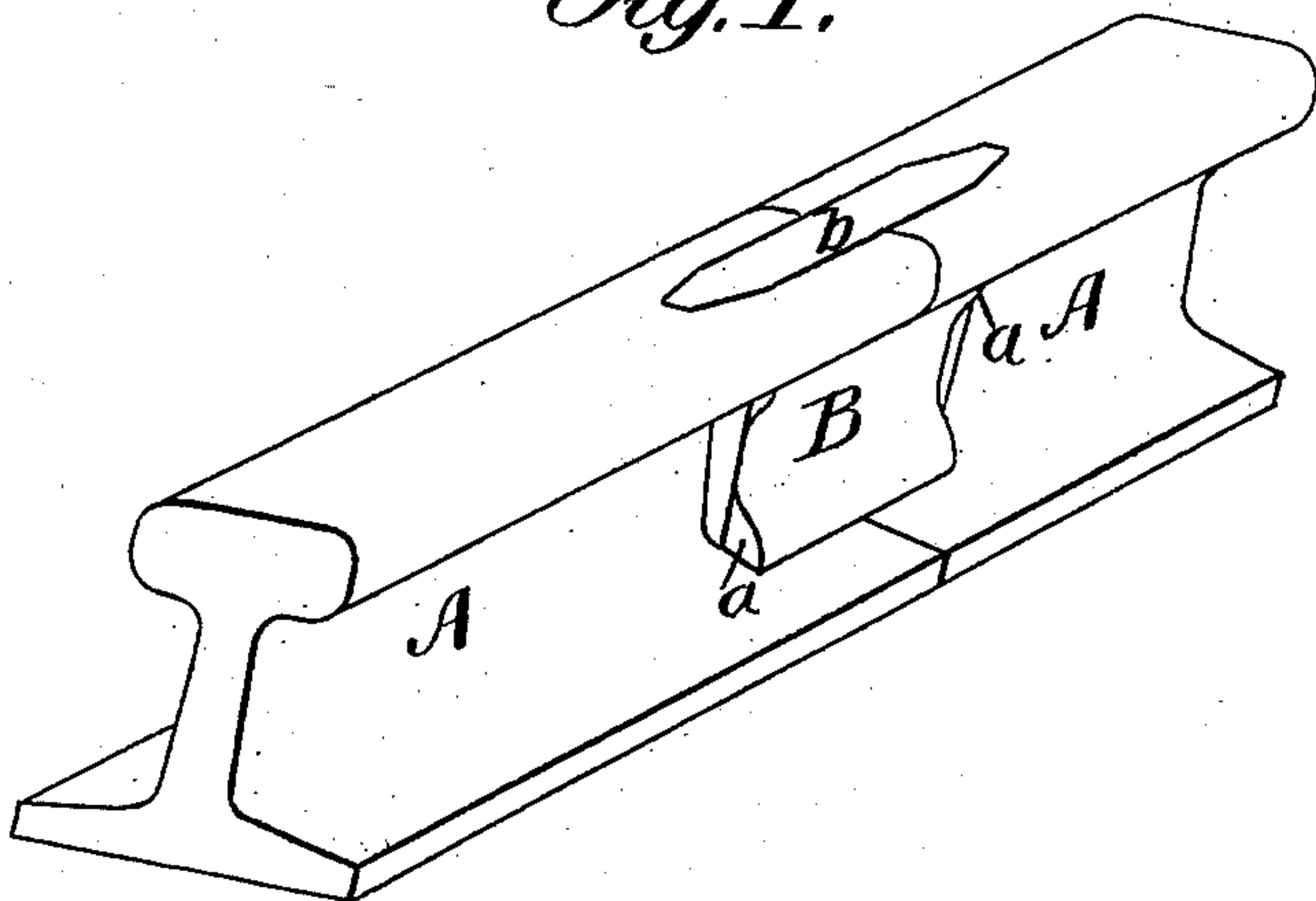
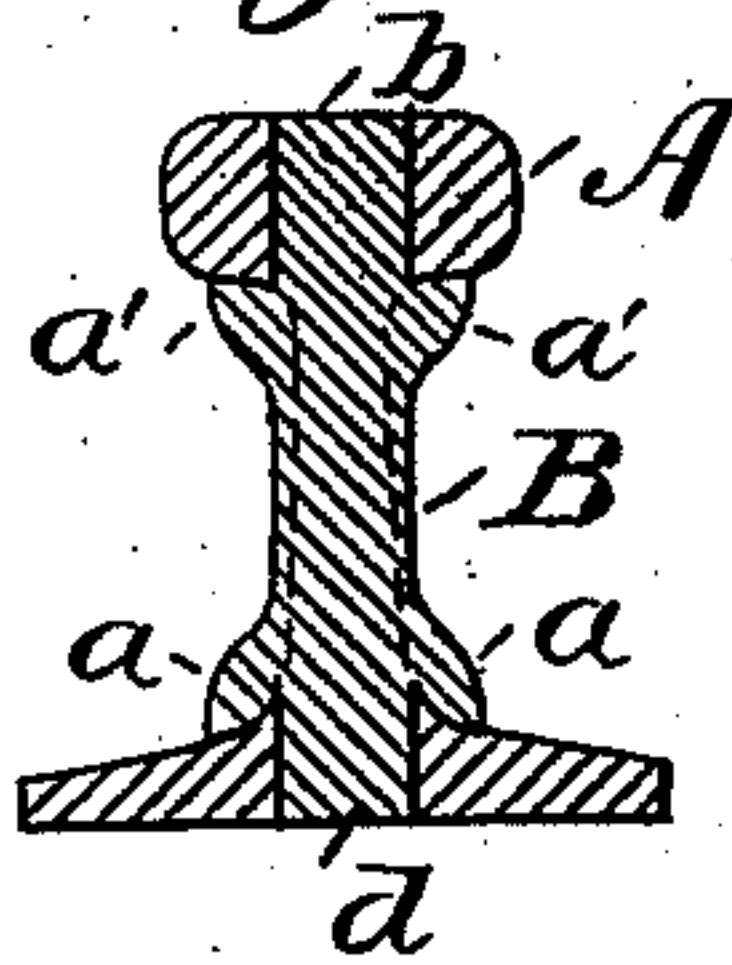


Fig. 3.



Witnesses.

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UNITED STATES PATENT OFFICE.

EDWIN S. HOVEY, OF BOSTON, MASSACHUSETTS, ASSIGNOR OF ONE-HALF
TO WILLIAM H. IRELAND, OF SAME PLACE.

DEVICE FOR CONNECTING THE ENDS OF RAILROAD-RAILS.

SPECIFICATION forming part of Letters Patent No. 311,002, dated January 20, 1885.

Application filed March 21, 1884. (No model.)

To all whom it may concern:

Be it known that I, EDWIN S. HOVEY, a citizen of the United States, residing at Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Devices for Connecting the Ends of Railroad-Rails, of which the following is a specification.

The object of this invention is to provide means for connecting the ends of railroad-rails without the use of chairs or fish-plates, whereby a continuous and smooth surface is obtained at the point of junction and the solidity and strength of the rails left unimpaired; and to this end the invention consists of a double tenon which fits into a corresponding mortise at each end of the rail, and is provided with two flanges, one of which rests upon the base-plate of the rail and the other extends under the upper part of the rail.

In the accompanying drawings, Figure 1 is a view in perspective of two rails connected together. Fig. 2 is a view in perspective of the connecting device; and Fig. 3 is a section through the rails at the point of junction.

In these several figures the same letters refer to the same parts.

Referring to the drawings, A A are two opposed rails, and B is the connecting device. This consists of a tenon beveled at each end, as shown at *c c*, and provided with two projections, *a a'*. The width of this tenon is about equal to one-third of the width of the rail, and its height is equal to that of the rail, so that when inserted into a mortise provided in the end of each rail the projection *a* will rest upon

the base-plate of the rail. The lower surface of this projection is inclined so as to fit closely to the base-plate, thus firmly binding the rails together. The projection *a'* extends under the flange of the rail and aids in keeping the rails in position. It will be seen that by this device the ends of the rails are maintained in the same plane, so that injury to the ends of the rail is prevented, and while the separation of the rails due to longitudinal contraction is permitted, the upper surface of the tenon maintains continuity of surface, and thus prevents the jolting and oscillation caused by the wheels of the car striking against the projecting ends of the rail.

The device may be secured to the base-plate of the rail by bolts passing through the flange *a*; but in practice this will not be necessary, the height of the tenon being sufficient to keep it in place, while the support afforded by the side piece maintains the strength of the rail at the point of junction.

Having thus described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

In combination with mortises in the ends of opposing rails, the double tenon B, provided with the projecting flanges *a a'*, substantially as and for the purpose set forth.

In witness whereof I have hereunto set my hand in presence of the two subscribing witnesses.

EDWIN S. HOVEY.

Witnesses:

GEORGE S. LITTLEFIELD,
WM. H. IRELAND.