No. 708,908. Patented Sept. 9, 1902.

T. C. McLIN.

RAILWAY TRACK JOINT.

(Application filed Apr. 18, 1901.)

(No Model.)

FIG. 1.

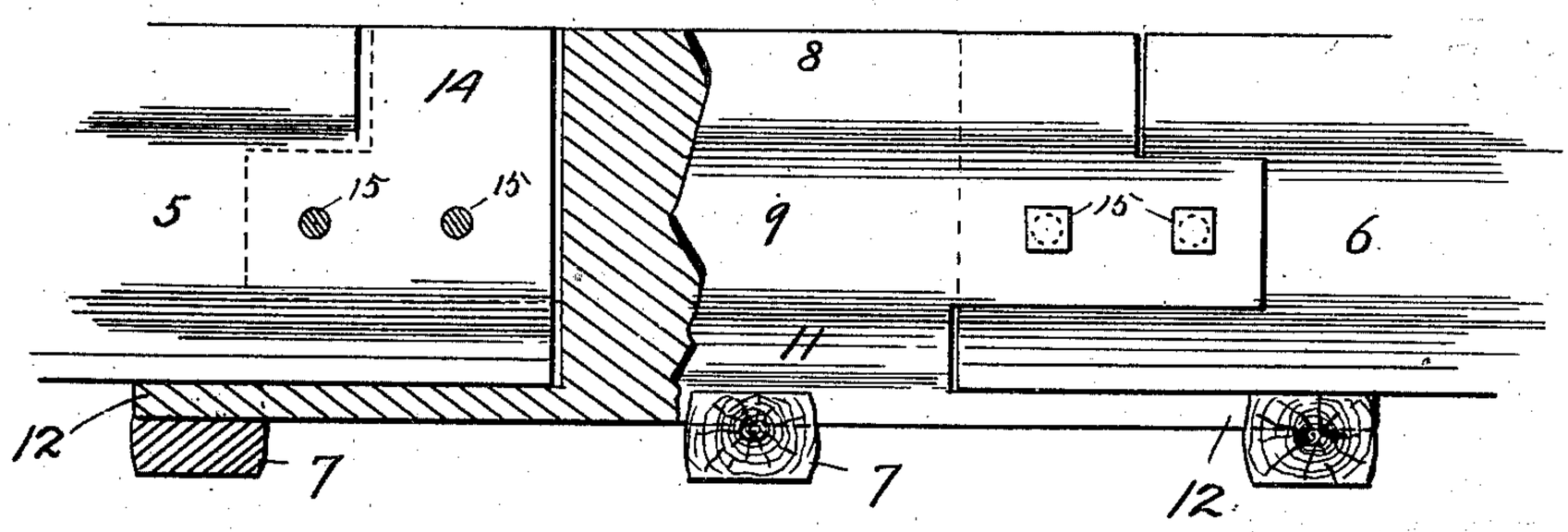


FIG. 2.

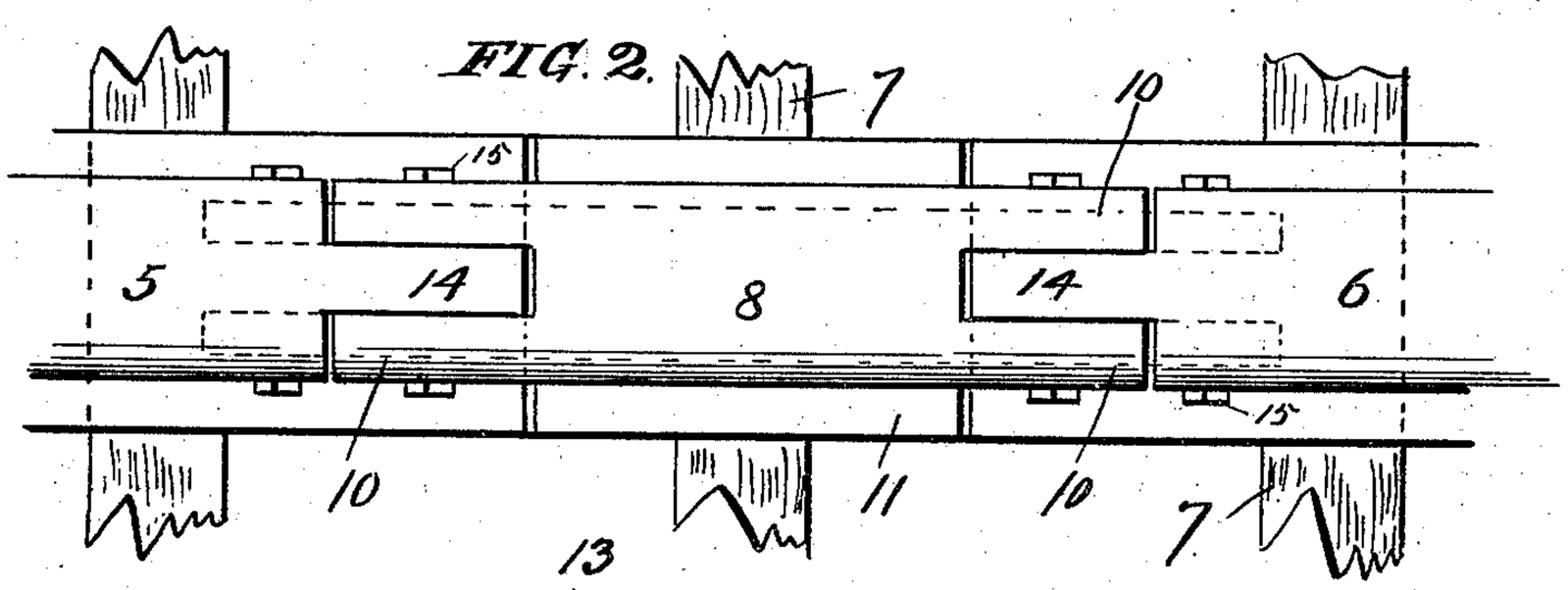


FIG. 3.

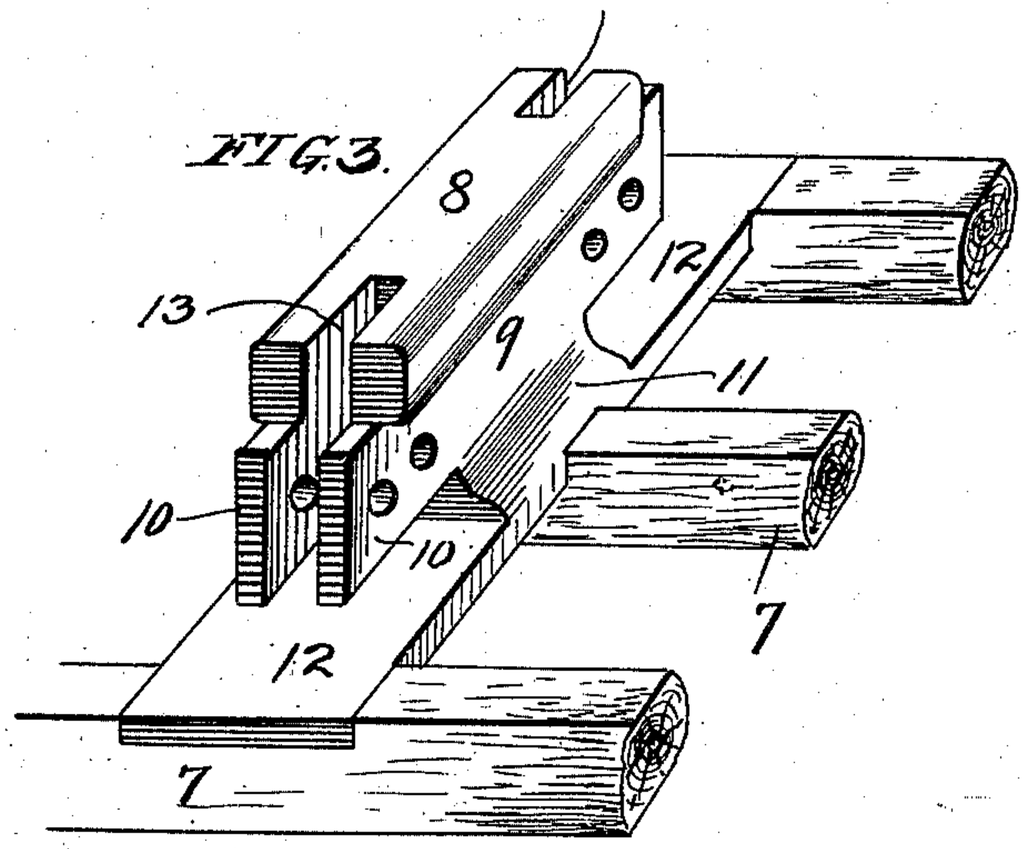
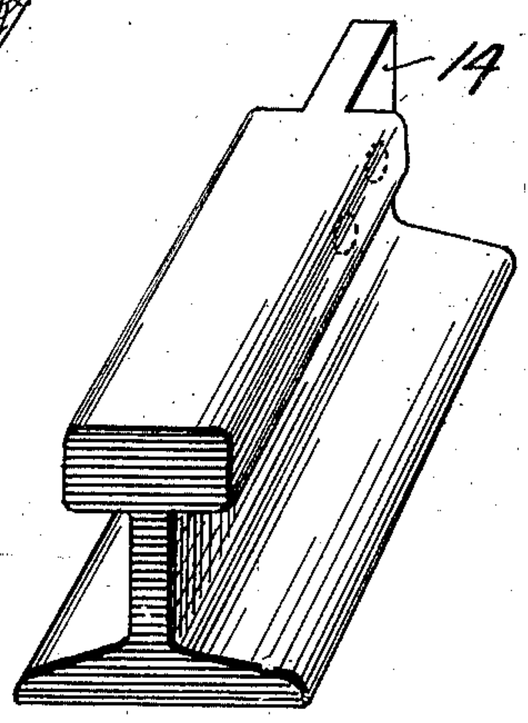


FIG. 4.



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UNITED STATES PATENT OFFICE.

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RAILWAY-TRACK JOINT.

SPECIFICATION forming part of Letters Patent No. 708,908, dated September 9, 1902.

Application filed April 18, 1901. Serial No. 56,372. (No model.)

To all whom it may concern:

Be it known that I, THOMAS C. McLIN, a citizen of the United States, residing in Seattle, in the county of King and State of Washington, have invented a new and useful Improvement in Railway-Track Joints, of which the following is a specification.

My object in this invention is to provide a construction of railway-joints which will obviate the wearing down of the ends of the rails, and thus prevent the very objectionable jars and shocks to which the wheels and cars are subject when passing over the joints in the track.

The invention consists in the combination, with the abutting rails of a railway-track, of a joint or splice-piece constructed substantially as hereinafter described.

In the accompanying drawings I show at Figure 1 an elevation of the abutting ends of two rails united by my improved splice. Fig. 2 is a plan of the same. Fig. 3 is a perspective of the splice-piece. Fig. 4 is a partial perspective of one of the rails.

In said drawings, 5 and 6 represent the abutting rails of the track, and 7 7 are the ties supporting them. Instead of bringing the rails close together in the customary way I insert between them my improved splice-piece, consisting of a tread 8, a web 9, having ears 10 10 at each end, a foot 11, and a supporting bed or base plate 12, having a length preferably sufficient to give it a bearing on at least three ties and located below the plane of the rails. The tread is cut out vertically at each end, as at 13, to adapt it to give entrance to the tongues 14, formed on the ends of the rails, and the rails are secured to the splice by bolts 15 15, passing transversely through the ears 10 and the tongues 14. I also prefer that the ears 10 be extended somewhat beyond the tread 8, as plainly shown. The plate 12 may and preferably should be let into the ties, as shown.

It will be noticed that the ends of the rails are not only supported laterally by the ears and notched portions of the tread of the splice, but that their bottoms are given a broad and firm foundation by the bed-plate 12, and also that by the invention the joint is given a practically continuous tread-surface, wholly obviating the unevenness of the old constructions and preventing all pounding by the wheels. The splice-piece may be made in one piece, of metal, giving it great strength, solidity, and durability.

I claim—

In a rail-joint, a base-plate, a rail-section formed integral with said base-plate, fish-plates having upper and lower engaging faces extending on each side of said rail-section and having a space between said fish-plates and said base, substantially as specified.

THOMAS C. McLIN.

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