

No. 730,556.

PATENTED JUNE 9, 1903.

O. F. McGULLY.
RAILWAY TRACK JOINT.

APPLICATION FILED APR. 17, 1902. RENEWED FEB. 11, 1903.

NO MODEL.

FIG. 1.

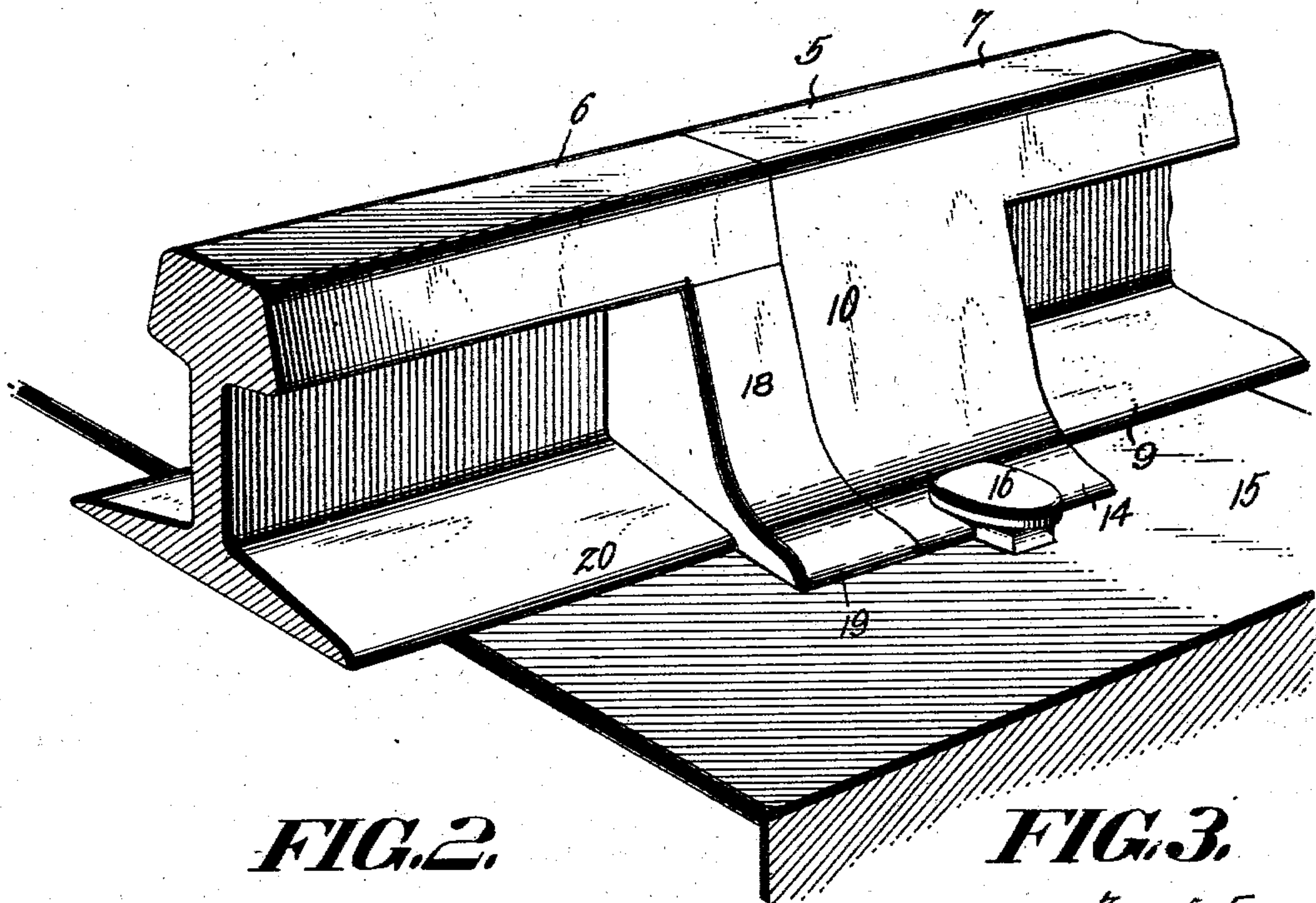


FIG. 2.

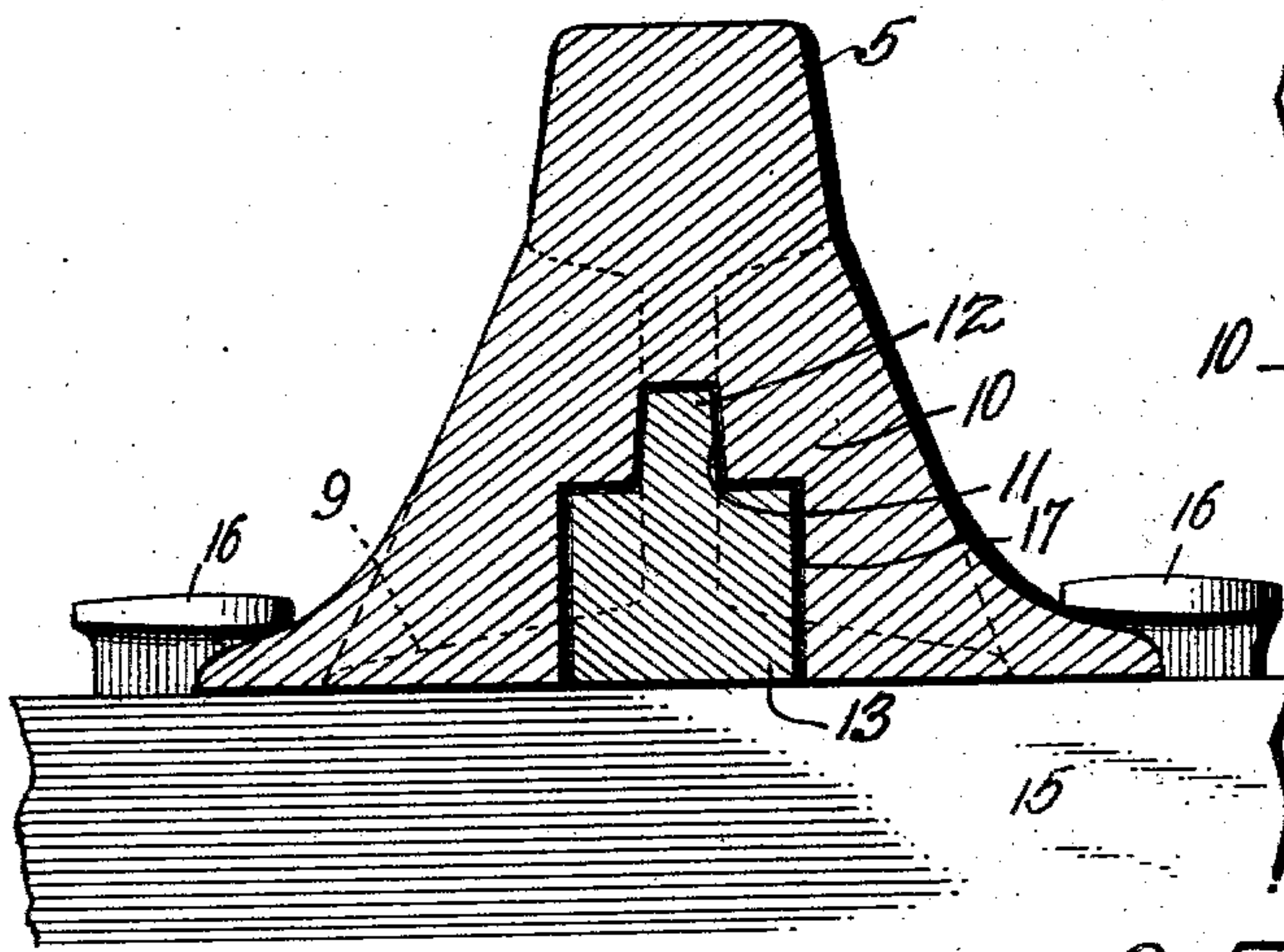
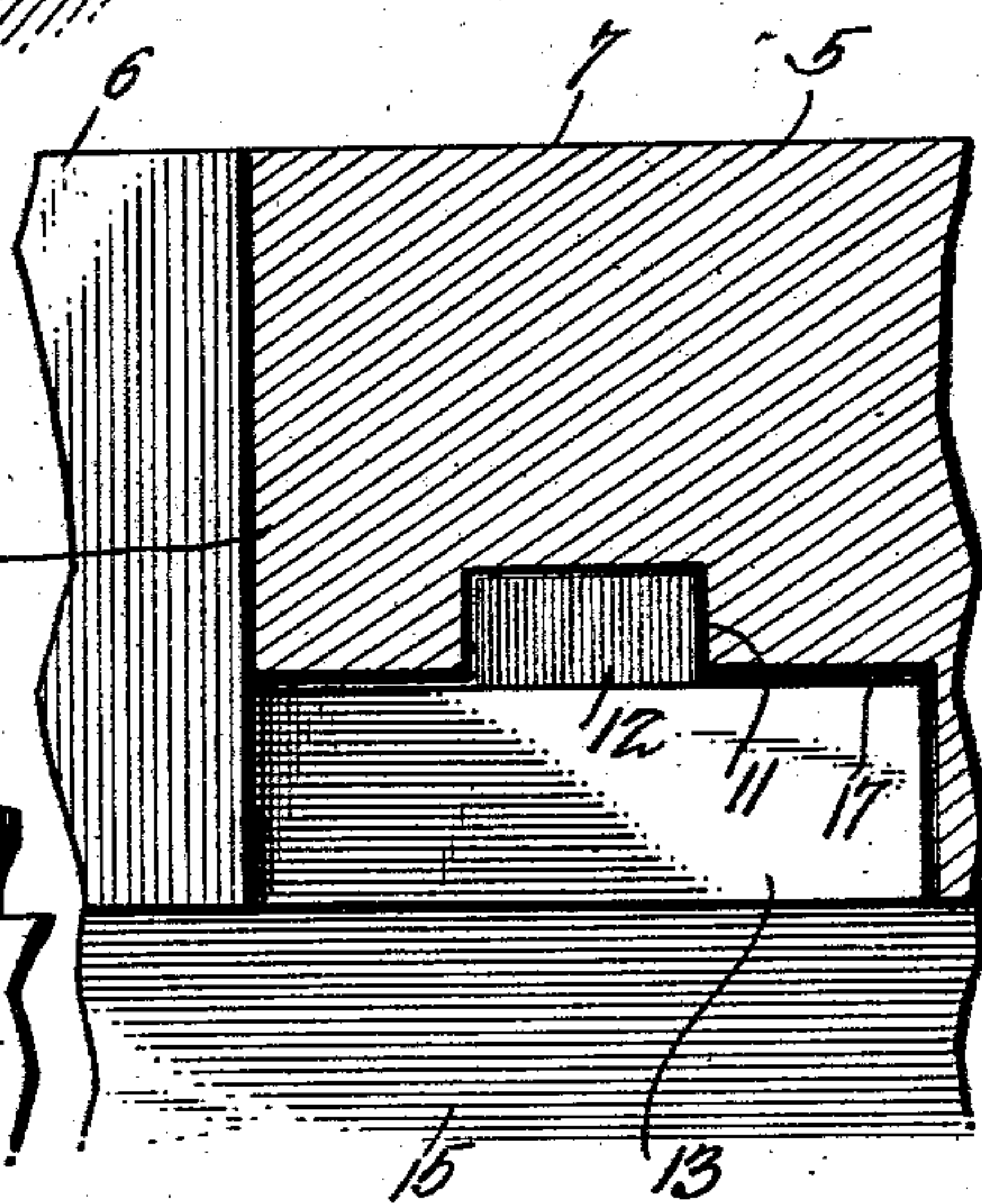


FIG. 3.



Witnesses
F. E. Alden.
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UNITED STATES PATENT OFFICE.

OTTO F. McCULLY, OF WEST MANSFIELD, OHIO.

RAILWAY-TRACK JOINT.

SPECIFICATION forming part of Letters Patent No. 730,556, dated June 9, 1903.

Application filed April 17, 1902. Renewed February 11, 1903. Serial No. 142,962. (No model.)

To all whom it may concern:

Be it known that I, OTTO F. McCULLY, a citizen of the United States, residing at West Mansfield, in the county of Logan, State of Ohio, have invented certain new and useful Improvements in Railway-Track 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 track-joints or rail-joints; and it has for its object to provide a construction for securing together the meeting ends of track-rails without the use of the usual fish-plates or other supplemental appliances, a further object of the invention being to provide a construction which will be strong and durable and which will prevent the excessive wear of the ties under the ends of the rails which is incident to the usual pounding.

Other objects and advantages of the invention will be understood from the following description.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a perspective view showing the connected ends of two rails and the tie upon which they are mounted or secured. Fig. 2 is a transverse section through the connected ends of the rails. Fig. 3 is a vertical section at right angles to the section of Fig. 2 and including the end portions of the rails.

Referring now to the drawings, there are shown the end portions of two rails 5 and 6. The end portion of the rail 5 is enlarged transversely, the side walls of the enlargement diverging downwardly from the line of the lower edge of the tread 7 to points spaced laterally from the edges of the flange 9, said enlarged portion being shown at 10. The lower part of the enlarged portion 10 forms a supplemental flange 14 at each side of the rail projecting beyond the flange 9 and having its under face flush with the under face of the flange 9 to rest flat upon the tie 15, and over the supplemental flange are engaged spikes 16.

In the bottom of the enlargement 10 is

formed a recess 17, which opens through the end of the rail, and in the upper face of which recess is a socket 11.

The rail 6 has also an enlargement 18, having the same general form as the enlargement 10 and resulting in the formation of the supplemental flange 19, which projects beyond the side edges of the flange 20 of the rail 6. The enlargement 18 is of lesser breadth than the enlargement 10, as shown, and beyond the enlargement 18 projects the tongue 13, which fits in the recess 17, so that the end of the enlargement 18 may lie snugly against the end of the enlargement 10, and upon the upper face of the tongue 13 is a lug 12, which enters the socket 11 and holds the rails against longitudinal displacement. A second spike may be driven into the tie 15 at each side of the rail 6 and in engagement with the supplemental flanges 19. It will be understood that the opposite end of the rail 5 has the same structure as that end of the rail 6 shown in the drawings, while the opposite end of the rail 6 is constructed in the same manner as is the end of the rail 5 shown in the drawings. Furthermore, it will be seen that as the supplemental flanges of the rails rest upon the tie they prevent the ends of the rails from sinking into the tie.

What is claimed is—

1. The combination with a rail having its end portion enlarged transversely and projecting beyond the flange of the rail to form supplemental flanges, said rail having a recess in the under side of the enlargement and opening through the end of the rail, of a second rail having a transversely-enlarged end portion forming supplemental flanges projecting beyond its base-flange and having a tongue projecting longitudinally beyond the enlarged portion and engaged with the recesses of the first rail.

2. The combination with a rail having its end portion enlarged transversely and projecting beyond the flange of the rail to form supplemental flanges, said rail having a recess in the under side of the enlargement and opening through the end of the rail, said recess having a socket in its upper wall, of a second rail having a transversely-enlarged

end portion forming supplemental flanges
projecting beyond its base-flange and having
a tongue projecting longitudinally beyond
the enlarged portion and engaged with the
5 recesses of the first rail, said tongue having
a lug upon its upper face engaged with the
socket of said recess.

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

OTTO F. McCULLY.

Witnesses:

W. L. MORSE,
G. I. MORSE.