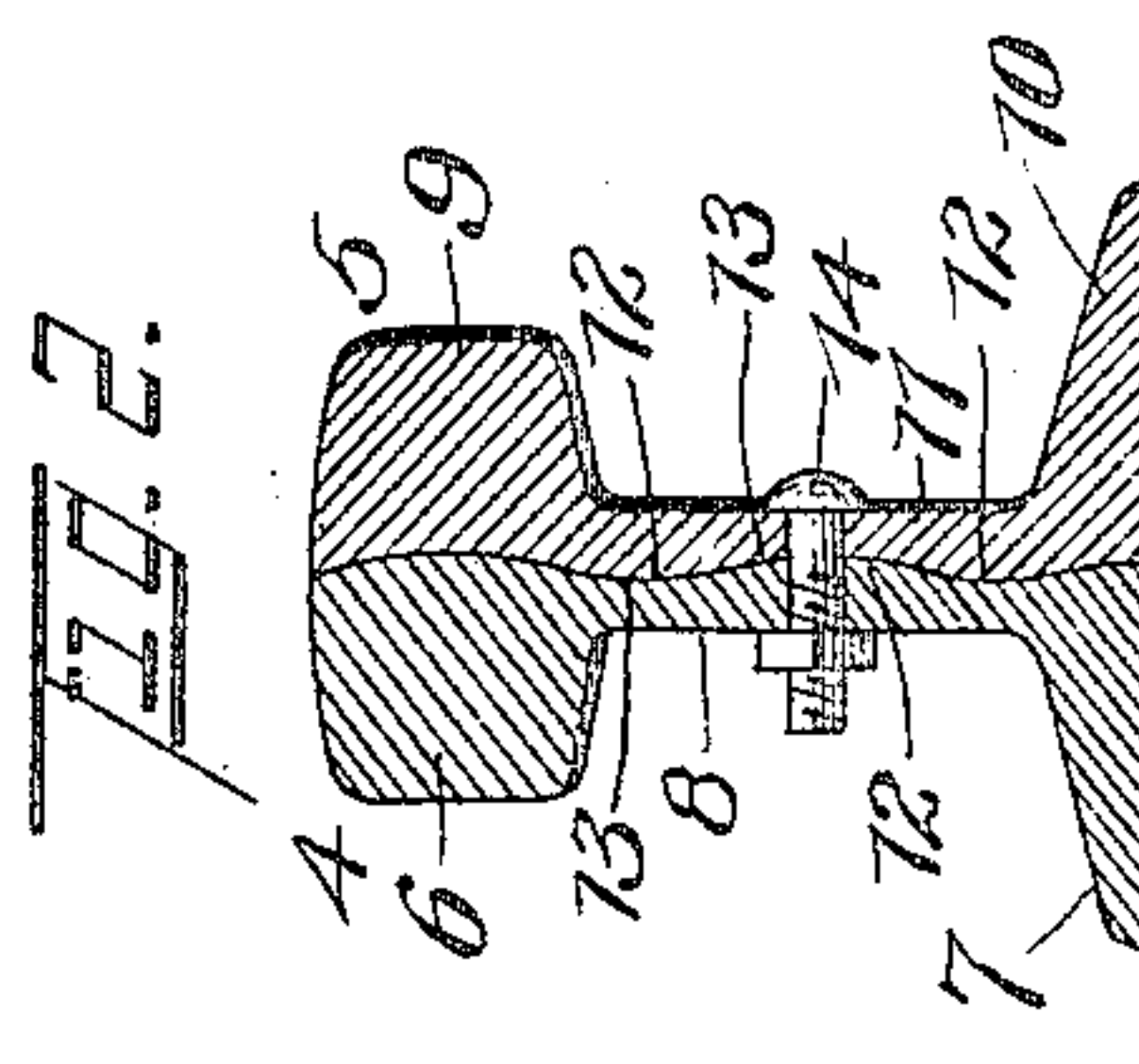
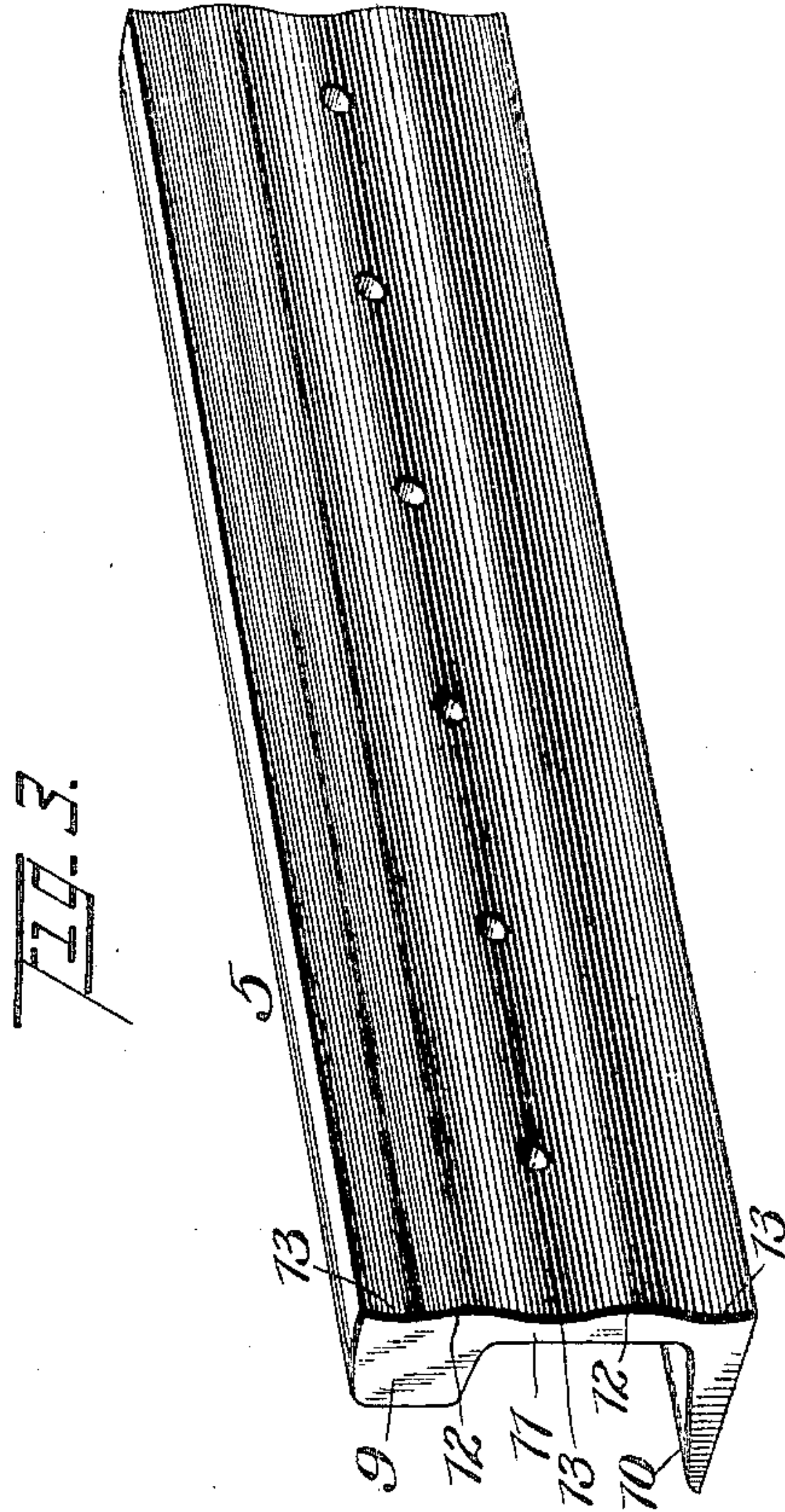
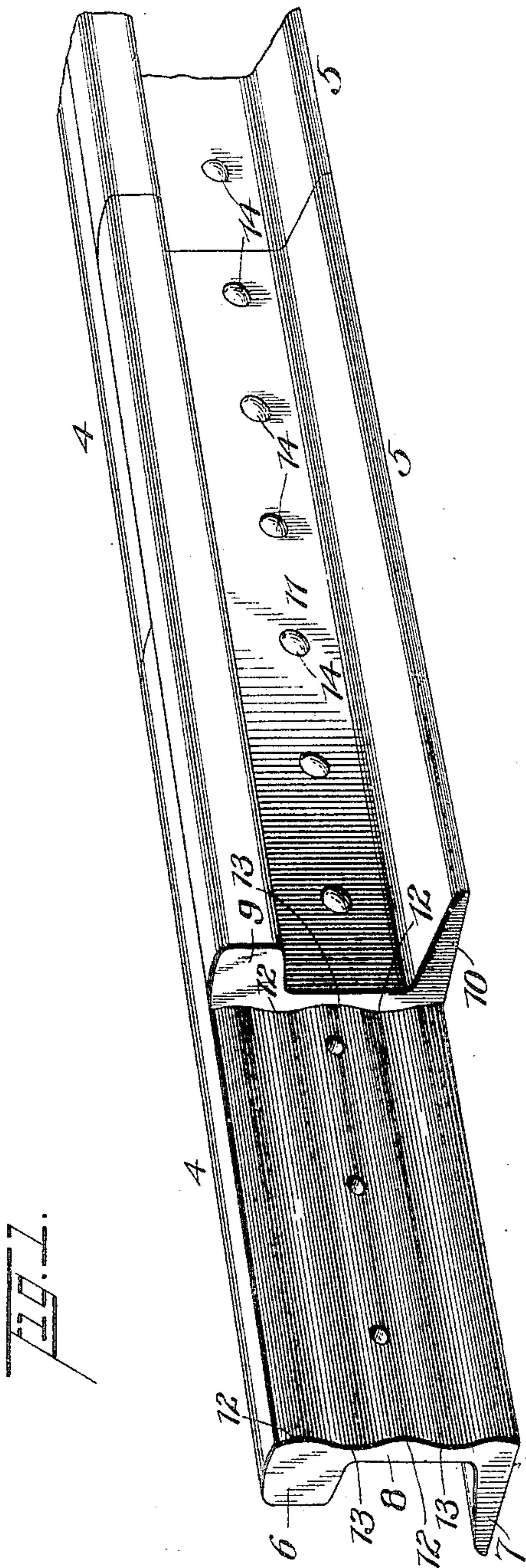


No. 804,729.

PATENTED NOV. 14, 1905.

D. JONES.
RAILROAD RAIL.
APPLICATION FILED MAY 4, 1905.



Witnesses
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UNITED STATES PATENT OFFICE.

DAVID JONES, OF NEWCASTLE, PENNSYLVANIA.

RAILROAD-RAIL.

No. 804,729.

Specification of Letters Patent.

Patented Nov. 14, 1905.

Application filed May 4, 1905. Serial No. 258,786.

To all whom it may concern:

Be it known that I, DAVID JONES, a citizen of the United States, residing at Newcastle, in the county of Lawrence and State of Pennsylvania, have invented a new and useful Railroad-Rail, of which the following is a specification.

The principal object of this invention is to provide a simple structure of a novel nature which will form a practically continuous, strong, and rigid rail without fish-plates and like connections and wherein the necessary connecting-bolts are not subjected to any transverse shearing action due to the lateral play of the rail-sections.

An embodiment of the invention is disclosed in the accompanying drawings, wherein—

Figure 1 is a perspective view of a portion of a rail. Fig. 2 is a transverse sectional view therethrough. Fig. 3 is a detail perspective view of one of the sections.

Similar reference-numerals designate corresponding parts in all the figures of the drawings.

In the embodiment illustrated the rail structure as a whole is of the ordinary form, comprising a tread-head, a base-flange, and a web connecting the same. Said rail is composed of two series of coacting sections, the sections of one series being each designated as a whole by the reference-numeral 4 and those of the other series by the reference-numeral 5. Each series constitutes substantially half of the rail, the line of division or joint between said series extending centrally and longitudinally through the tread-head, the web, and the base-flange. Thus the sections 4 are provided with outstanding head portions 6, flange portions 7, and web portions 8, while the sections 5 are in like manner provided with outstanding head portions 9, flange portions 10, and web portions 11. Said sections have their inner faces abutted throughout their extent and have alternate longitudinally-disposed ridges 12 and furrows 13, the ridges of one section fitting in the corresponding furrows of the opposing section. The ends of the sections of each series are also abutted, as shown in Fig. 1, and the joints between the abutting ends of the sections on one side

of the rail are located between the ends of the section on the other side, so that each section thus constitutes, in effect, a connection for securing the abutting opposing sections together. The means for fastening the various sections together are bolts 14, passing transversely through the web portion of the sections, said bolts, furthermore, passing through the ridges 12 of the sections 4, and consequently through the corresponding furrowed portions 13 of the abutting sections 5.

It will thus be seen that a practically continuous rail is provided, the joints between the ends of one series of sections being bridged by the sections of the other series. Furthermore, as said sections are abutted throughout their inner opposing faces the rail thus formed is exceedingly strong. A still further advantage resides in the arrangement of the bolts passing through the rib portions or ridges of certain of the sections, for it will be observed that any relative lateral play between the sections will cause the said sections to move outwardly, and thus place longitudinal rather than lateral strain upon the bolts, consequently eliminating any shearing action between the same.

From the foregoing it is thought that the construction, operation, and many advantages of the herein-described invention will be apparent to those skilled in the art without further description, and it will be understood that various changes in the size, shape, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

A rail having a tread-head, a base-flange, and a web connecting the same, said rail being divided into separate series of sections by an upright joint extending centrally and longitudinally through the tread-head, the web, and the base-flange, said series of sections having their opposing inner faces abutted throughout their extent and having alternate ridges and furrows, the ridges of the sections of one series fitting into the furrows of the

sections of the other series, and bolts passing transversely through the abutted sections for securing the same together, said bolts passing through the ridges of one series of sections and through the corresponding furrows of the other series.

In testimony that I claim the foregoing as

my own I have hereto affixed my signature in the presence of two witnesses.

DAVID JONES.

Witnesses:

JOHN H. SIGGERS,

BLANCHE J. KALDENBACK.