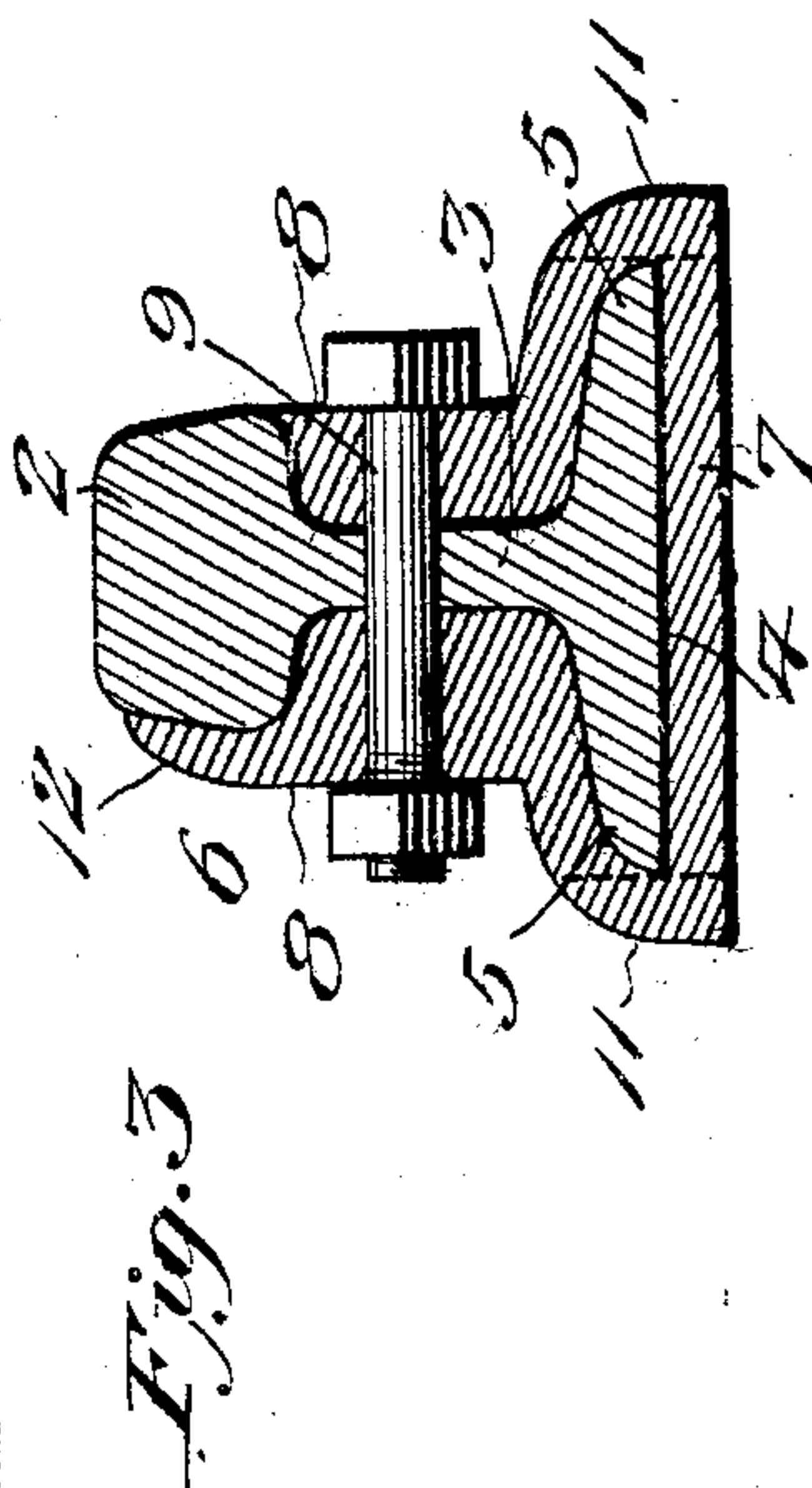
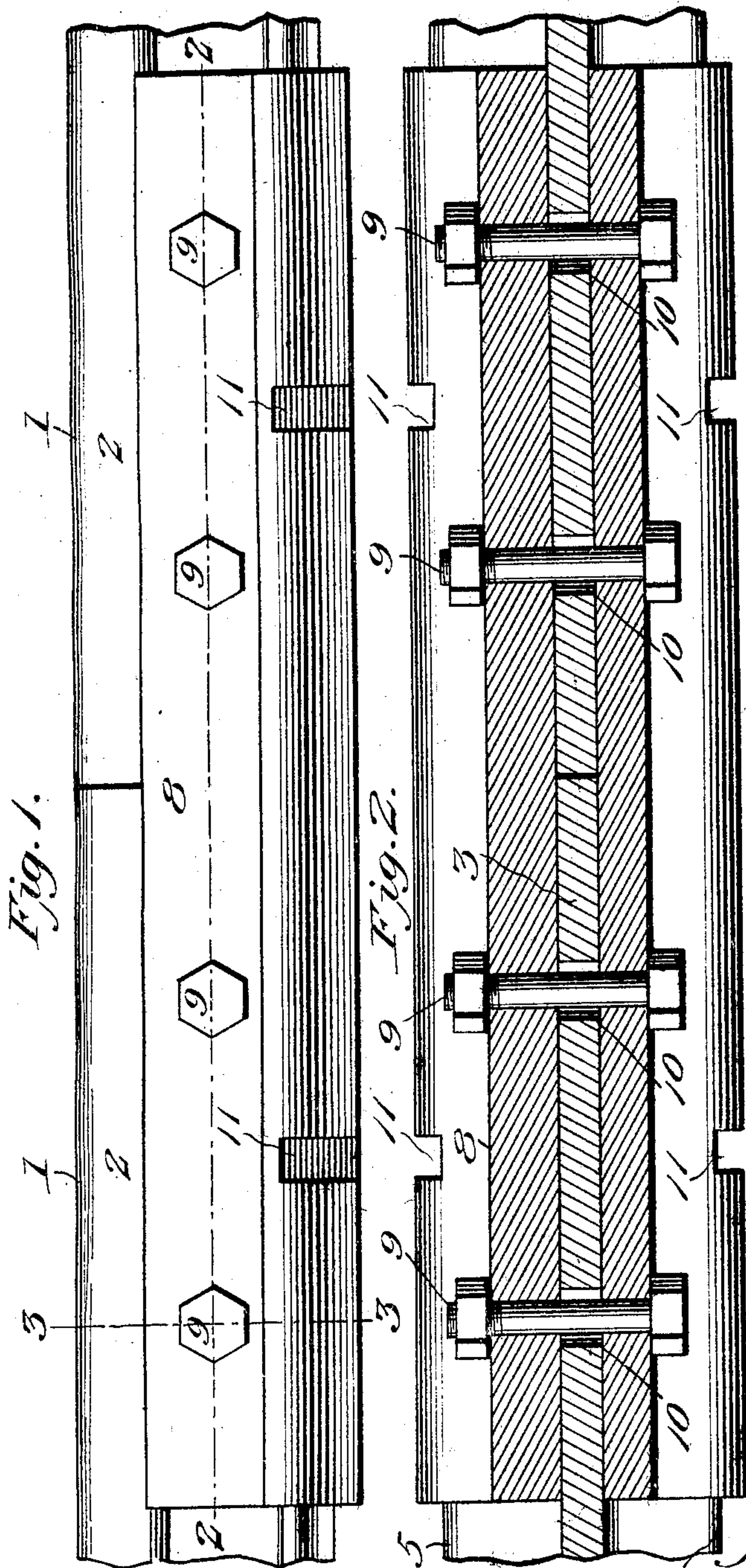


No. 810,757.

PATENTED JAN. 23, 1906.

J. B. HENSLEY.
RAIL JOINT.

APPLICATION FILED FEB. 25, 1905.



Witnesses

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JOSEPH B. HENSLEY, OF BEEVILLE, TEXAS.

RAIL-JOINT.

No. 810,757.

Specification of Letters Patent.

Patented Jan. 23, 1906.

Application filed February 25, 1905. Serial No. 247,368.

To all whom it may concern:

Be it known that I, JOSEPH B. HENSLEY, a citizen of the United States, residing at Beeville, in the county of Bee and State of Texas, have invented new and useful Improvements in Rail-Joints, of which the following is a specification.

This invention relates to rail-joints, and has for its objects to produce a simple efficient device of this character possessing great strength and durability, one wherein relative vertical play of the rail-sections at their point of meeting will be obviated, thus to prevent pounding of the rail ends, and one wherein separation of the rails at their joints in the event of the connecting-bolts becoming loosened or displaced is minimized.

With these and other objects in view the invention comprises the novel features of construction and combination of parts more fully hereinafter described.

In the accompanying drawings, Figure 1 is a side elevation of a rail-joint embodying the invention. Fig. 2 is a horizontal sectional plan view taken on the line 2 2 of Fig. 1. Fig. 3 is a vertical transverse section taken on the line 3 3 of Fig. 1.

Referring to the drawings, 1 1 designate the rail-sections assembled in endwise relation and each comprising a head or tread 2, web 3, and a base 4, presenting oppositely-extended base-flanges 5, these parts being of the usual form and material.

For joining the meeting ends of the rails I employ a splicing member 6, which, as a whole, comprises a base-plate 7, designed to sit beneath the rail-base 4, and side portions or fish-plates 8, adapted to bear upon opposite sides of the web 3, the plates 8 being formed integral with the plate 7, whereby the splicing member or bar presents, in effect, a longitudinal channel designed to receive the adjacent ends of the rail-sections and having an internal shape or contour conforming to the cross-sectional shape of a rail. The splicing member 6 is secured in position upon the rails by means of a plurality of bolts 9, extended transversely through the plates 8 and web 3, the bolt-receiving openings 10 in the latter being slightly elongated to allow for expansion and contraction, while the outer edges of the member 6 are provided at appropriate intervals with transverse notches or recesses 11, designed to receive spikes or other fastening members employed for securing the rails to the underlying cross-ties, it

being observed in this connection that the spike-notches are of insufficient depth to intersect the inner rail-receiving channel, thus to obviate the entrance of dust or other impurities therethrough and into the channel.

The normally inner plate 8 is formed to completely fill the space between the overhanging portion of the tread 2 and the adjacent base-flange 5, the outer face of said plate being in a vertical plane flush with the outer edge of the tread 2, while the opposite and normally outer plate 8 is likewise formed to completely fill the space between the adjacent overhanging portion of the tread and the underlying base-flange 5, but is of an increased thickness compared to the inner plate and has formed longitudinally of its upper edge an upwardly-projecting portion or flange 12, which bears upon the adjacent side face of the head 2 and extends to a point near the plane of the upper face of the latter.

In practice when the parts are assembled relative vertical movement or displacement of the rail-sections 1 is wholly obviated, owing to the plates 8 filling the spaces between the overhanging portions of the tread and the base-flanges, whereby pounding of the rails at their meeting ends is wholly obviated, while at the same time transverse displacement of the sections one relative to the other is prevented because of the fish-plates being formed integral with the base-plate 7. Furthermore, it will be observed that materially-increased strength is imparted to the joint by the formation of the flange 12 to bear upon the outer face of the tread 2 and that said flange assists in preventing spreading of the rails and crushing or other mutilation of the tread by the action of the car-wheels thereon.

From the foregoing it will be seen that I produce a simple efficient device which in practice will admirably perform its functions to the attainment of the ends in view, it being understood that minor changes in the details herein set forth may be resorted to without departing from the spirit of the invention.

Having thus fully described the invention, what is claimed as new is—

In a rail-joint, a pair of rails assembled in endwise relation, a splicing member having a longitudinal channel to receive the meeting ends of the rails; said channel being of an inner cross-sectional contour conforming to that of the rails, and presenting a base-plate and a pair of side plates formed integral therewith, one of said side plates being of a

thickness equaling the width of the adjacent overhanging portion of the rail-head and the other side plate of a relatively increased thickness throughout its entire surface area and having at its upper edge an upwardly-projecting and longitudinally-extending portion or flange designed to bear upon the adjacent side face of the rail-head, the side and base plates being designed to contact through-

out their entire inner surface area with the corresponding faces of the rails.

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

J. B. HENSLEY.

Witnesses:

J. C. CRISP

T. M. COX.