

No. 813,224.

PATENTED FEB. 20, 1906.

T. W. MAYO.
RAIL JOINT.

APPLICATION FILED NOV 28, 1905.

2 SHEETS—SHEET 1.

Fig. 1.

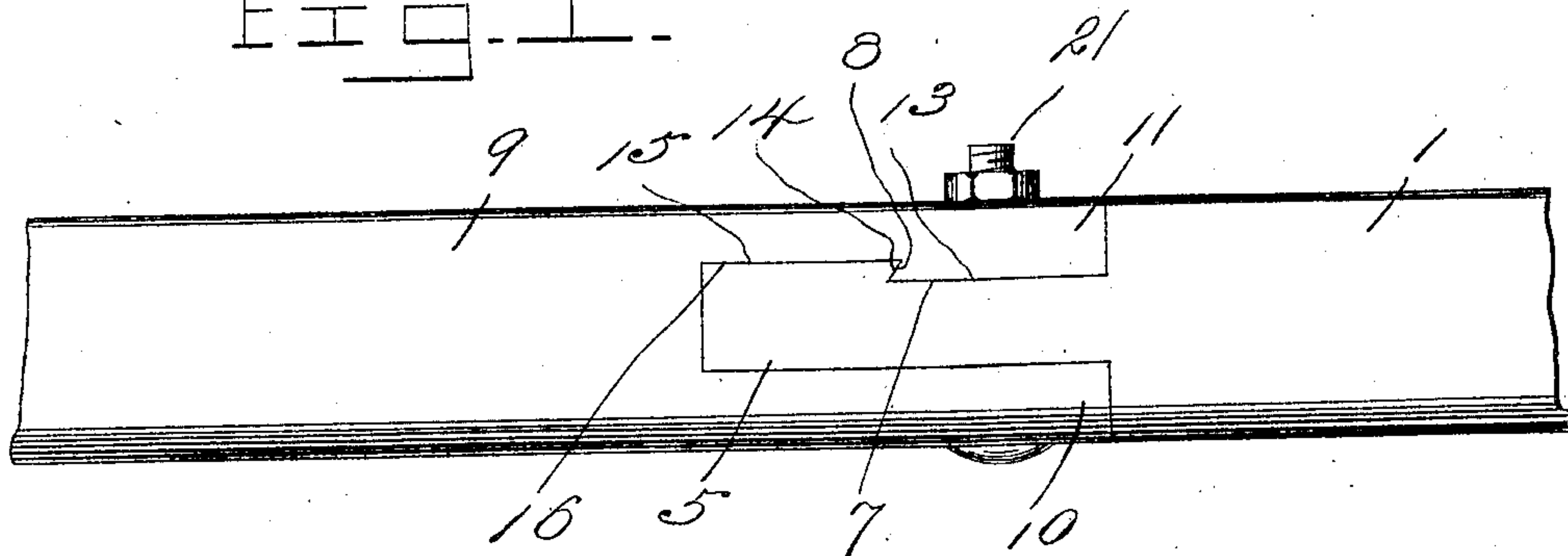


Fig. 2.

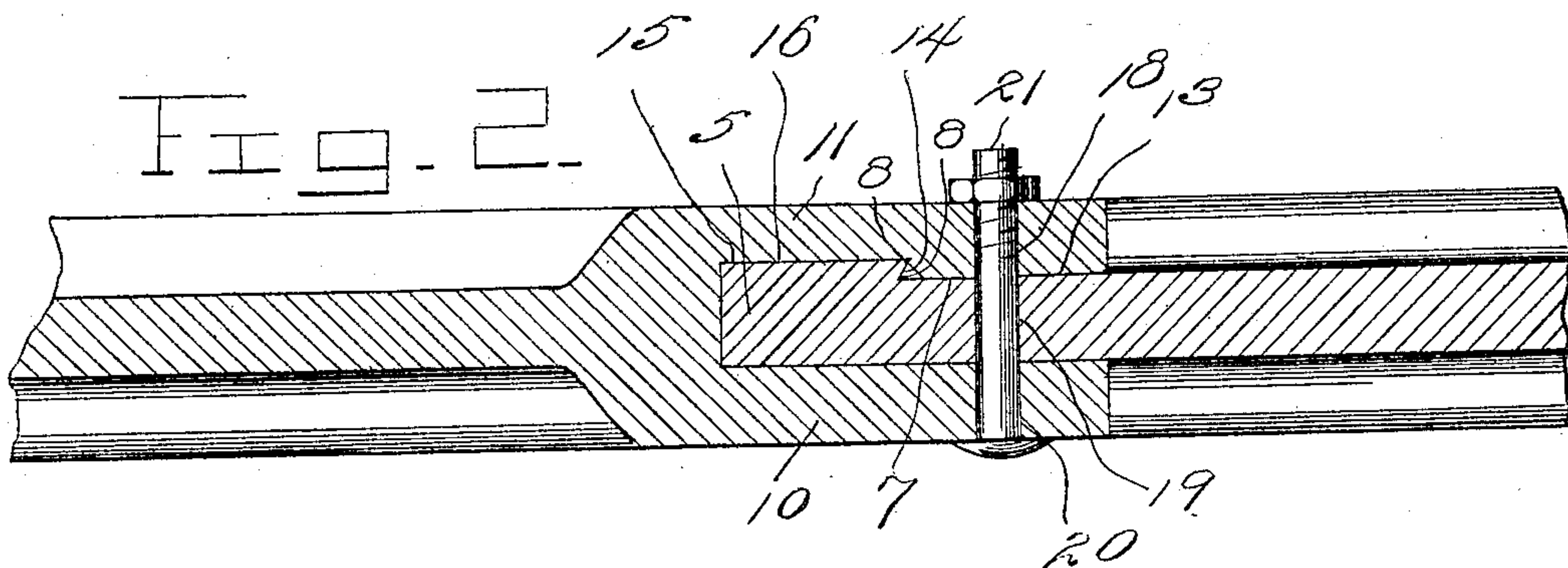


Fig. 5.

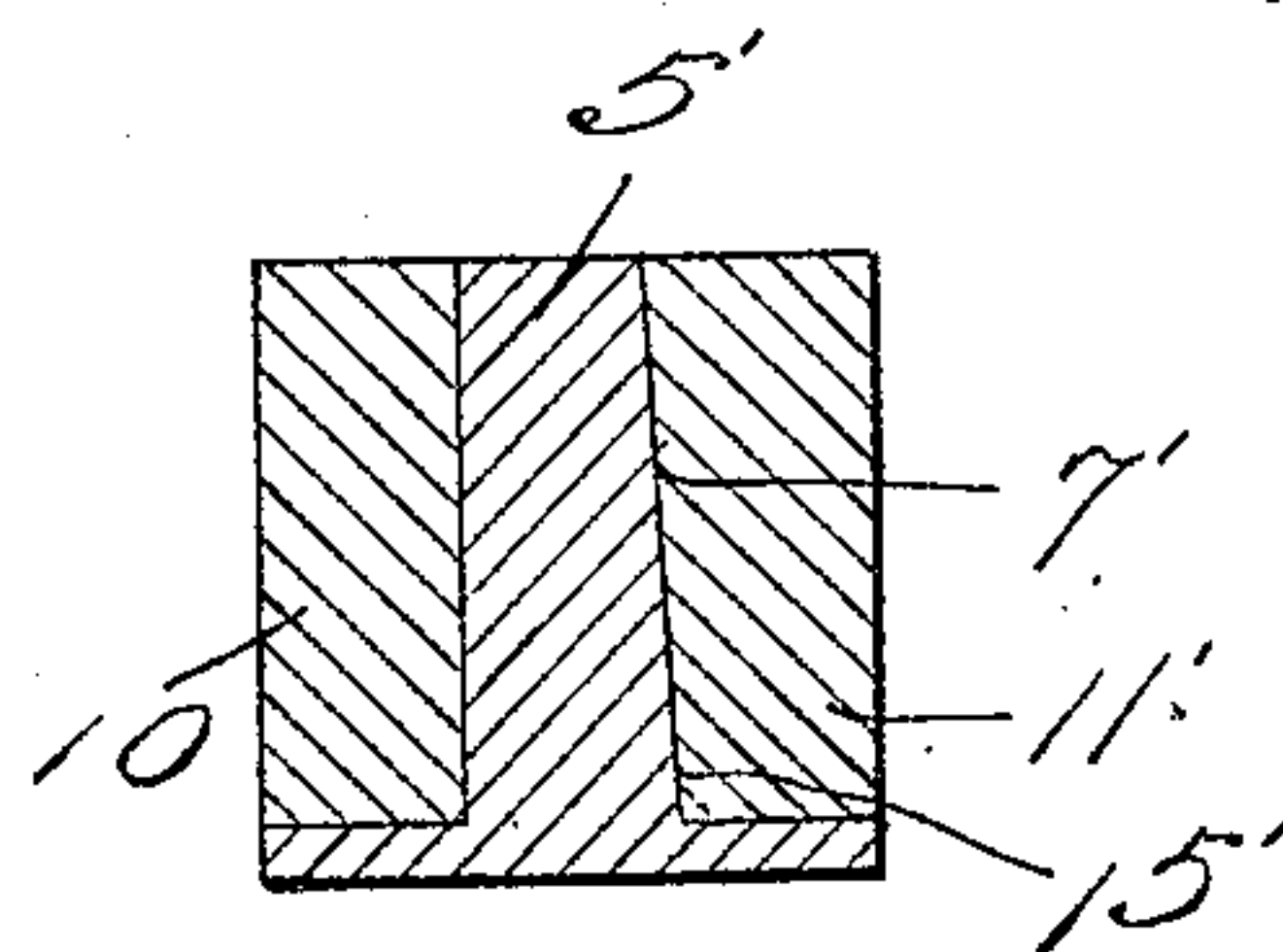
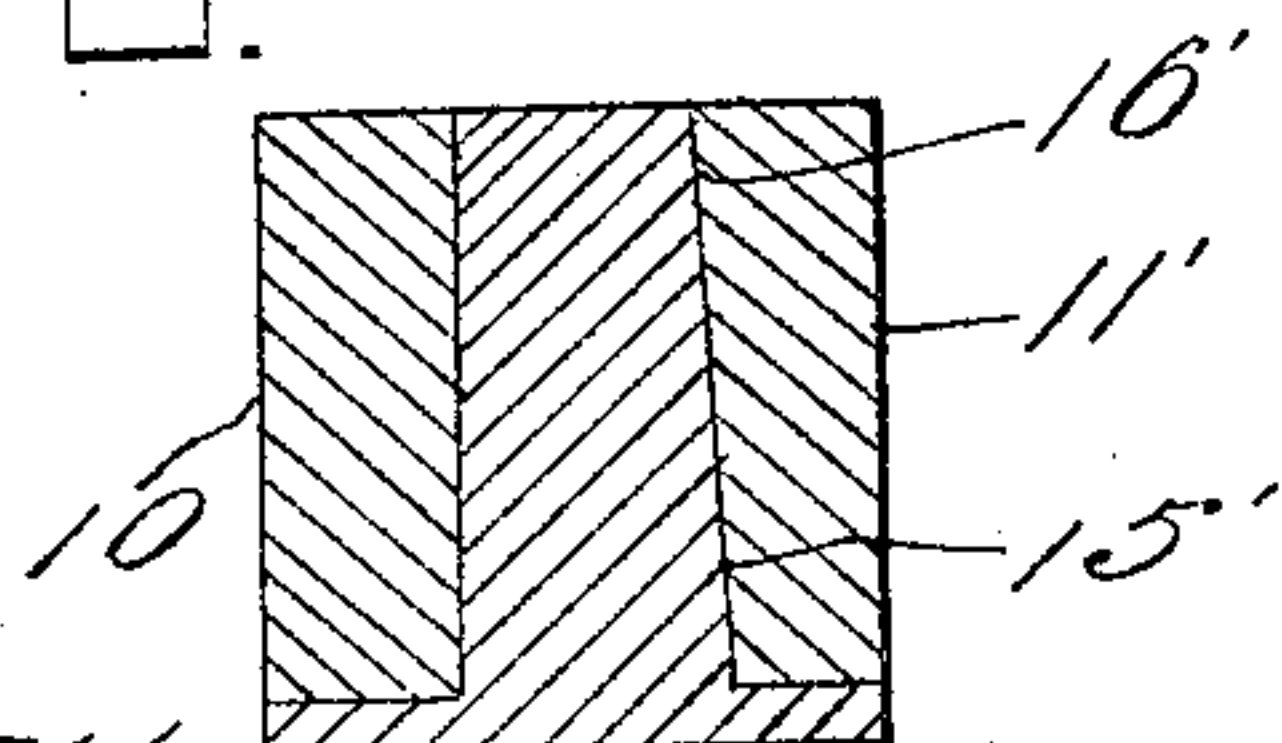


Fig. 6.



Witnesses

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2 SHEETS—SHEET 2.

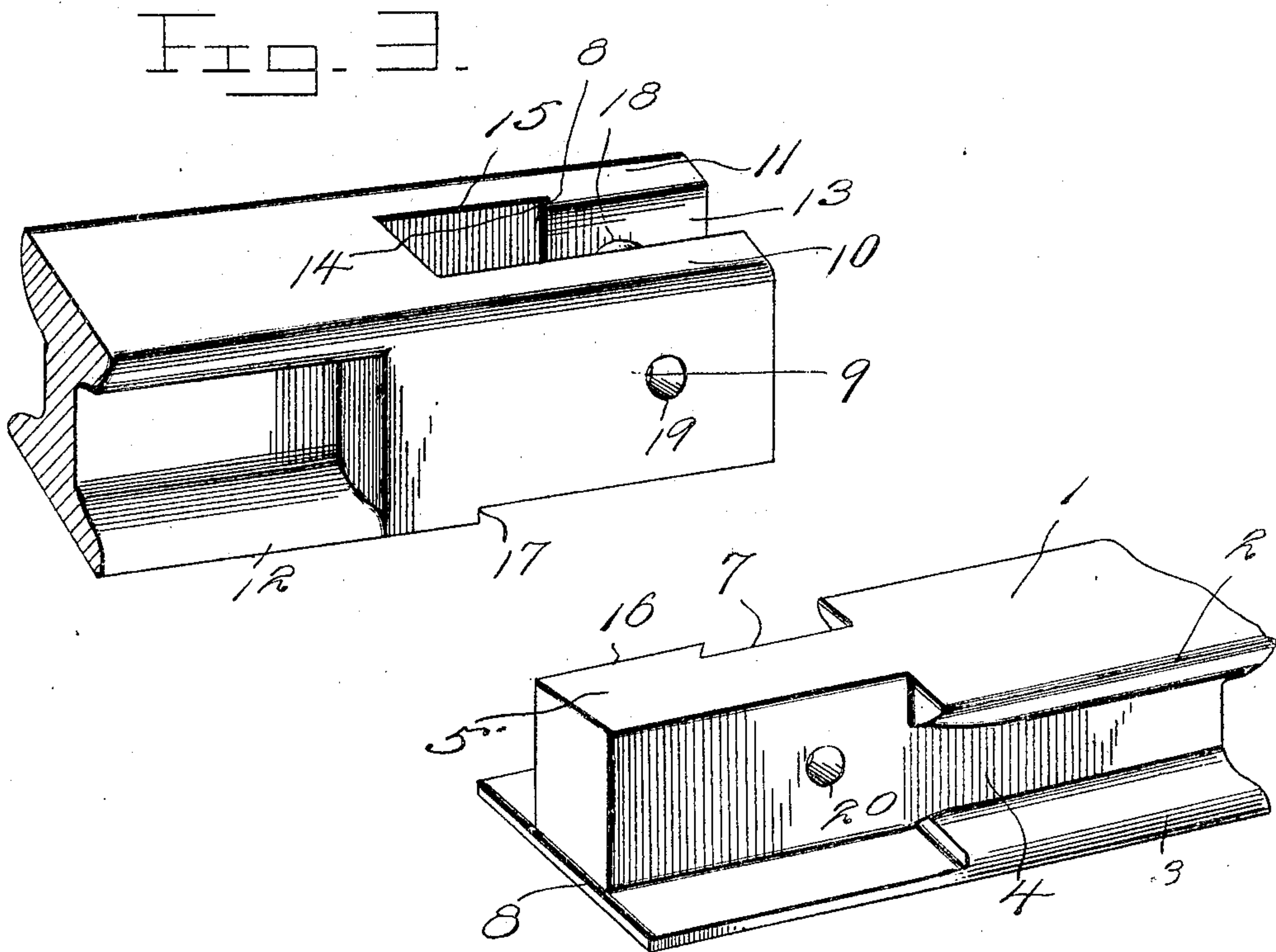


Fig. 4.

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UNITED STATES PATENT OFFICE.

THOMAS W. MAYO, OF REDDING, CALIFORNIA.

RAIL-JOINT.

No. 813,224.

Specification of Letters Patent.

Patented Feb. 20, 1906.

Application filed November 28, 1905. Serial No. 289,496.

To all whom it may concern:

Be it known that I, THOMAS W. MAYO, a citizen of the United States, residing at Redding, in the county of Shasta, State of California, have invented certain new and useful Improvements in Rail-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 railway-rail-joints.

One object is to provide an exceedingly simple, inexpensive, durable, and efficient rail-joint.

Another object resides in the provision of a rail-joint embodying such characteristics as to prevent the customary noise and jar to the rolling-stock in its passage over the joints.

With these and other objects in view the present invention consists in the combination and arrangement of parts, as will be hereinafter more fully described, shown in the accompanying drawings, and particularly pointed out in the appended claims it being understood that changes in the form, proportion, size, and minor details may be made within the scope of the claim without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawings, Figure 1 is a plan view of my invention, showing the rail-sections connected together. Fig. 2 is a horizontal transverse sectional view. Fig. 3 is a detail view of the inner end of a rail-section. Fig. 4 is a detail view of one end of the abutting section. Fig. 5 is a transverse sectional view of a modification. Fig. 6 is a second transverse section of the modification.

Referring now more particularly to the accompanying drawings, the reference character 1 designates a rail provided with upper and lower flanges 2 and 3. One end of this rail-section has its upper flange 2 removed from both sides of the web portion 4 to provide a tongue 5. A recess 7 is formed in one side of the tongue 5 adjacent the inner end of the upper flange 2, which extends from the top of the rail to the upper face of the lower flange 3, with its forward wall 8 transversely inclined for a purpose presently explained. The abutting rail-section 9 has one end provided with a pair of tongues 10 and 11, with its lower flange 12 removed immediately beneath the said tongues 10 and 11. The tongue 11 is provided with a head 13, directed inwardly toward the opposite tongue 10, and

the rear wall 14 of this head 13 is transversely inclined to correspond with the transversely-inclined wall 8 of the tongue 5 of the first-named section. These rail-sections 1 and 9 are connected together by fitting the tongues 10 and 11 upon opposite sides of the tongue 5, the head 13 of the tongue 11 engaging tightly in the recess 7 of the tongue 5 and the recess 15 of the tongue 11 tightly embracing the laterally-directed projecting portion 16 of the tongue 5. The tongues 10 and 11 rest upon the lower flange 3 of the rail-section 1, with the extremity of the flange 3 of the rail-section 1 engaging the shoulder 17, formed by cutting away the lower flange 12 of the rail-section 9.

From the foregoing it will be seen that even though the upper flange 2 of the section 1 is cut away and the lower flange 12 of the section 9 is also cut away, by reason of the formation of the inner ends of the sections, the upper and lower flanges of either rail are not discontinued and that therefore the upper faces of the rails are evenly disposed with respect to each other to prevent noise or jolting of the rolling-stock and that by reason of the recesses and head of one rail-section and the recesses and head of the other section prevent possible pulling away of the respective sections. However, I provide an elongated perforation 18 through the head 13 of the tongue 11 for alinement with the similarly-formed perforations 19 and 20 of the respective tongues 10 and 5 for the reception of a suitable bolt 21, whereby upward or outward movement of the sections with respect to each other is positively prevented.

In Figs. 5 and 6 there is shown a detail view of a modified form of the invention. In this latter form the construction is the same as that hereinbefore shown and described, except that I bevel the heads 16' of the tongue 11' downwardly upon one side and likewise form the side wall of the recess 7' of the tongue 5'. I then bevel the side wall 15' of the tongue 11' and the outer face of the head 13', according to the bevel of the aforesaid recess 7' and head 16'. With these exceptions the two forms of the invention are alike.

What is claimed is—

In a rail-joint, the combination with a rail having its web thickened to the width of the tread and having its lower face recessed and having a vertical slot formed therethrough and opening through its extremity, said slot at its inner end being broadened in one direc-

tion and having its outer vertical wall 14 cut
under, of a second rail having its end portion
reduced transversely to engage the slot of the
first-named rail, the free end portion of the
5 reduced end of the second rail being broad-
ened in one direction and having the inner
vertical wall of the broadened portion cut
under to correspond to and fit against the
cut-under wall 8 of the broadened portion of
10 the slot of the first-named rail, the second

rail having the end portion of its flange re-
duced vertically and fit in the cut-away por-
tion of the bottom of the first-named rail.

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

THOMAS W. MAYO.

Witnesses:

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