No. 825,806. PATENTED JULY 10, 1906.

J. CLANCY.

RAIL JOINT.

APPLICATION FILED SEPT. 2, 1905.

Fig. 1.

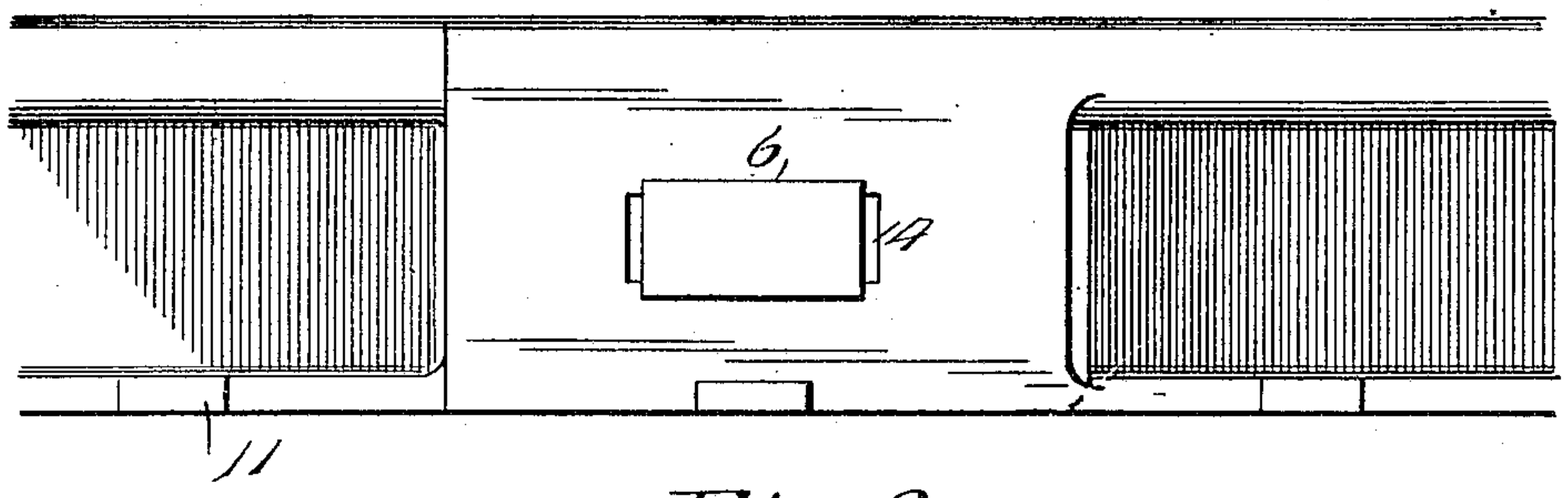


Fig. 2.

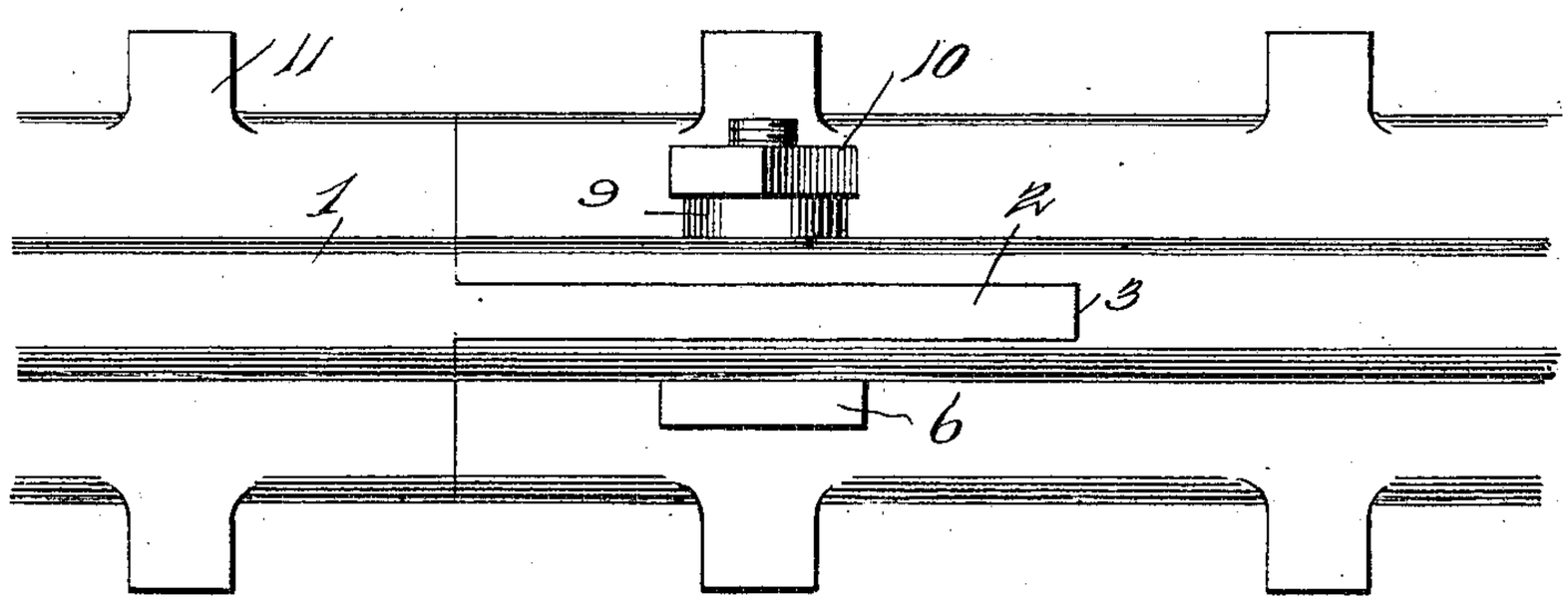


Fig. 3.

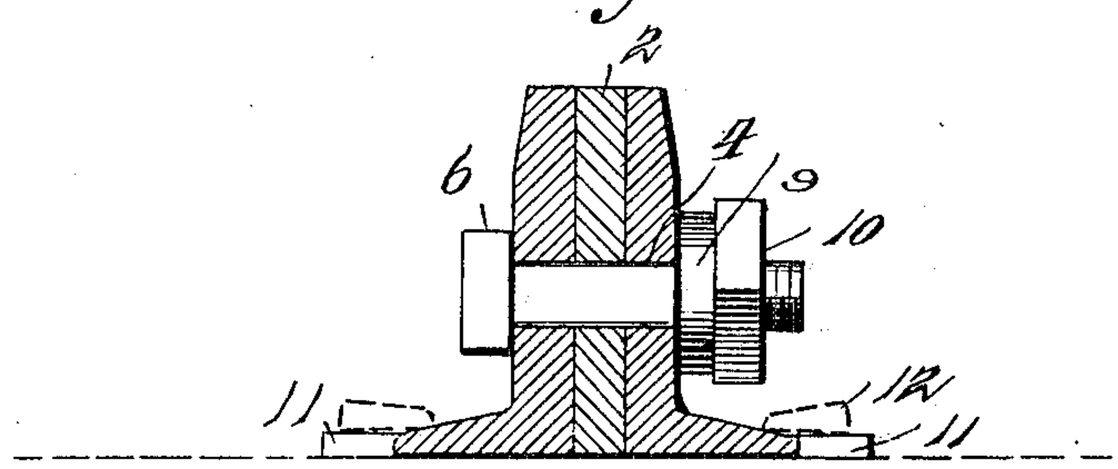
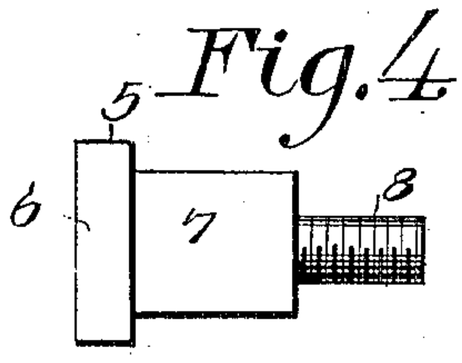


Fig. 4.



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RAIL-JOINT.

No. 825,806. Specification of Letters Patent. Patented July 10, 1906.

Application filed September 2, 1905. Serial No. 276,853.

To all whom it may concern:

Be it known that I, JOHN CLANCY, a citizen of the United States, residing at Kenner, in the parish of Jefferson and State of Louisiana, have invented new and useful Improvements in Rail-Joints, of which the following is a specification.

The invention relates to an improved railroad-rail, comprehending specifically a rail-joint and means for increasing the bearing-surface of the rail in use.

The main object of the present invention is the production of a rail constructed and arranged to interlock with the adjoining rail and also provided with means whereby the rail is given increased bearing on the ties and prevented from longitudinal gripping.

The preferred details of construction will be set forth in the following specification, in which reference is had to the accompanying drawings, illustrating the invention.

In the accompanying drawings, Figure 1 is a view in side elevation, illustrating the joint of my invention. Fig. 2 is a plan of the same. Fig. 3 is a transverse section through the joint, the locking-key being shown in elevation. Fig. 4 is a detail elevation of the key.

Referring to the drawings, my improved rail 1 is formed at one end with a centrally-arranged and forwardly-projecting tongue 2, coextensive in height with the extreme height of the rail and about equal in width throughout its entire height to the width of the web of the rail. The opposite end of the rail is formed with a longitudinally-arranged recess 3 of a size and shape to snugly receive the tongue 2 when the parts are assembled, it being understood that the tongue of one rail is adapted to fit within the recess at the end of the adjacent rail.

The walls of the recess 3 and the tongue 2 are each formed with rectangular openings 4, the greatest length of which extends longitudinally of the rail, as clearly shown in Fig. 1. The openings in the recess-walls and tongue are arranged to register when the parts are assembled as described and are adapted to receive a key 5, comprising a head 6, a body portion 7, and a threaded bolt extension 8. The body portion 7 is coextensive in vertical and horizontal dimensions with that of the openings 4, but is of slightly less length than the length of said openings to provide for the necessary movement of the rails in expansion and contraction. The body 7 is preferably of a length equal to the combined width of the tongue and recess-walls, so that when the key is in position with the head bearing against the outer surface of one recess-wall the threaded bolt projection 8 will extend beyond the other recess-wall, in which position it is adapted to receive the usual washer 9 and nut 10 to secure the parts in position.

In addition to the joint described the rails of my invention are each provided with transversely-alined projections 11, extending laterally from the base portion of the rail and which in the full-sized rail of ordinary use would be about five-eighths of an inch in dimension transverse of the rail and approximately two inches in dimension lengthwise of the rail, thus providing comparatively small projections extending laterally from the rail-base and so arranged relative to the length of the rail as to rest upon the supporting-ties.

In use my improved rail, secured to the adjacent rail through the medium of the joint described, is prevented from longitudinal creeping by spiking the projections to the ties by spikes 12, arranged either in advance or in rear of the projections, or both, as may be desired.

In the use of the projections additional bearing-surface is provided on the supporting-tie, and as such additional surface is only effective at this point the projections are as effective for the purpose as if the rail-base had been widened to a similar extent throughout its length, though in the construction described less material is used and a more simple construction provided than if the rail-base were widened throughout its length. Furthermore, in the construction described the projections provide ready means for spiking to prevent creeping, while in the use of a rail having the flange increased in width throughout its length spike-holes must be provided, thus materially increasing its cost.

The rail of my construction is effective in providing for an operative connection with the adjacent rails and in providing means for securing an added bearing-surface at the points needed, which means are also utilized to prevent longitudinal creeping of the rails.

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

A rail formed at one end with a projecting tongue coextensive in height with the extreme height of the rail and equal in width throughout its entire height to the width of

the web of the rail, and at its other end with a longitudinally-arranged recess of a size and shape to snugly receive the tongue of an adjacent rail, the walls of the recess and tongue being provided with rectangular openings, the greater length of which extends longitudinally of the rail, a key passing through the openings and comprising a head, body portion and threaded bolt extension, the body portion being coextensive in vertical and horizontal dimensions with that of the openings, a nut mounted on the threaded portion of the key, and projections formed on the base of the rail and arranged in pairs transversely of and throughout the entire length of the rail.

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

JOHN CLANCY.

Witnesses:

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