

P. MCGINLEY.
RAILROAD RAIL JOINT.
APPLICATION FILED AUG. 27, 1908.

923,876.

Patented June 8, 1909.

Fig. 1.

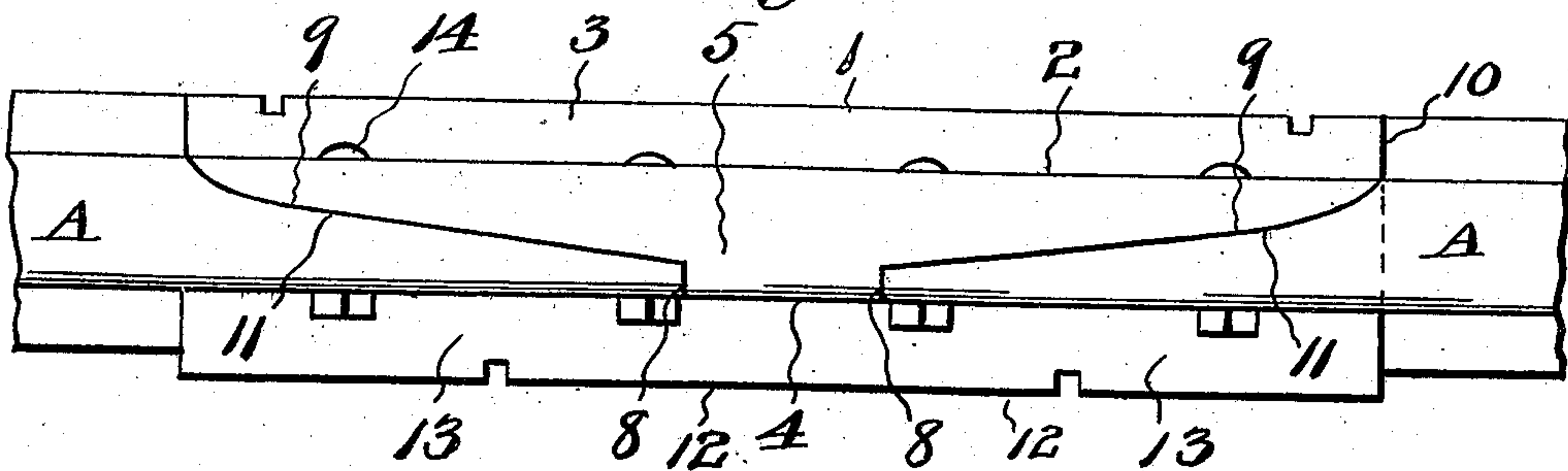


Fig. 2.

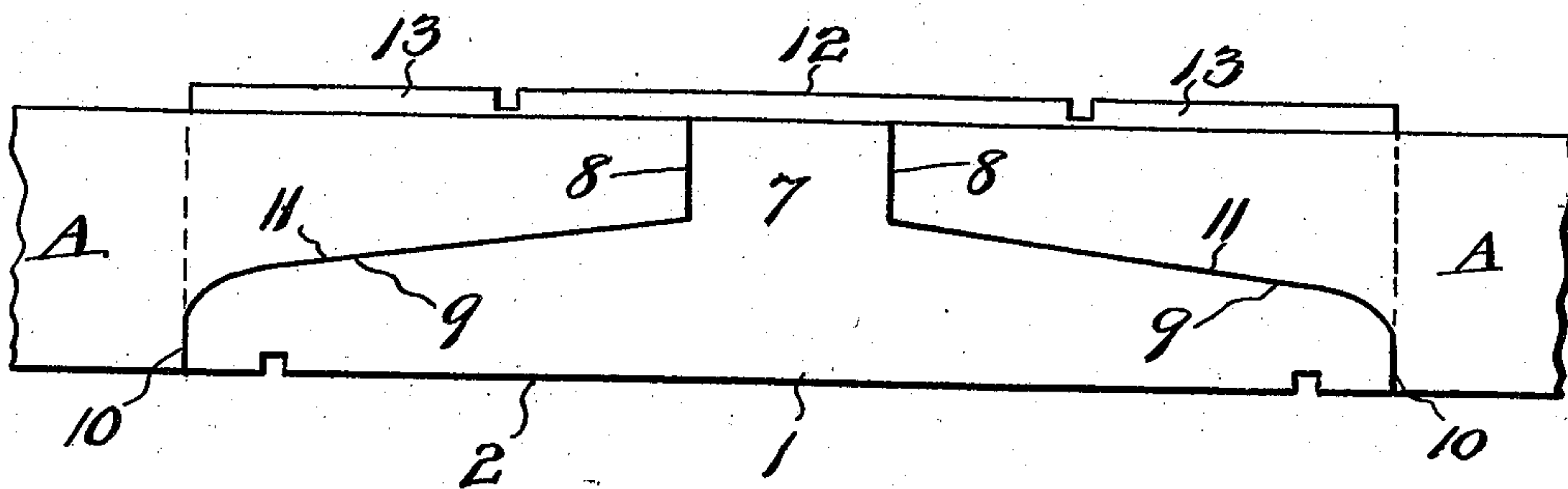


Fig. 3.

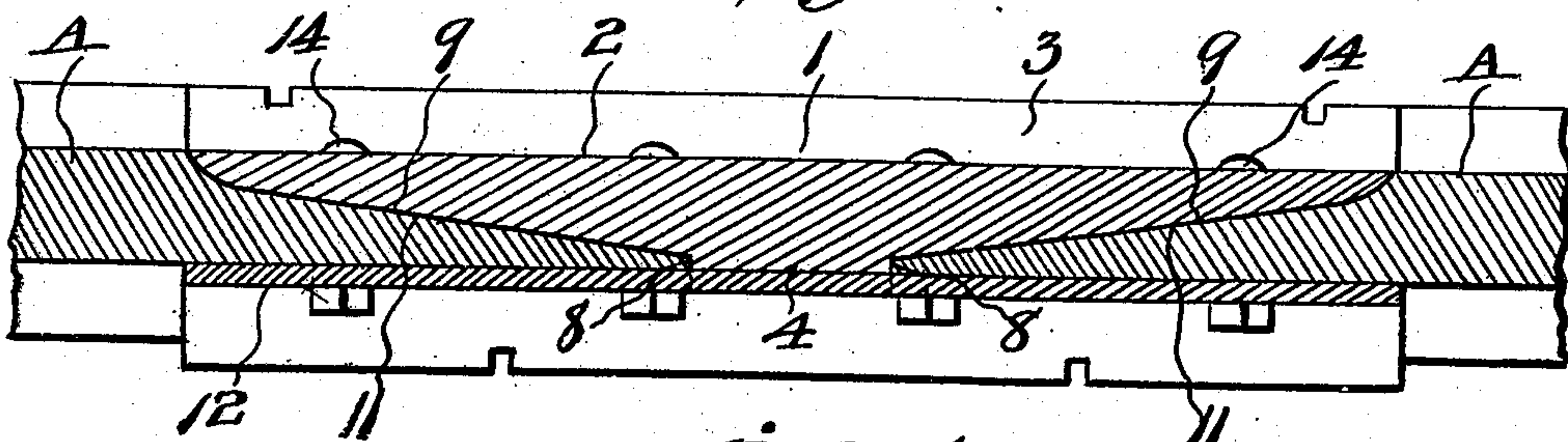
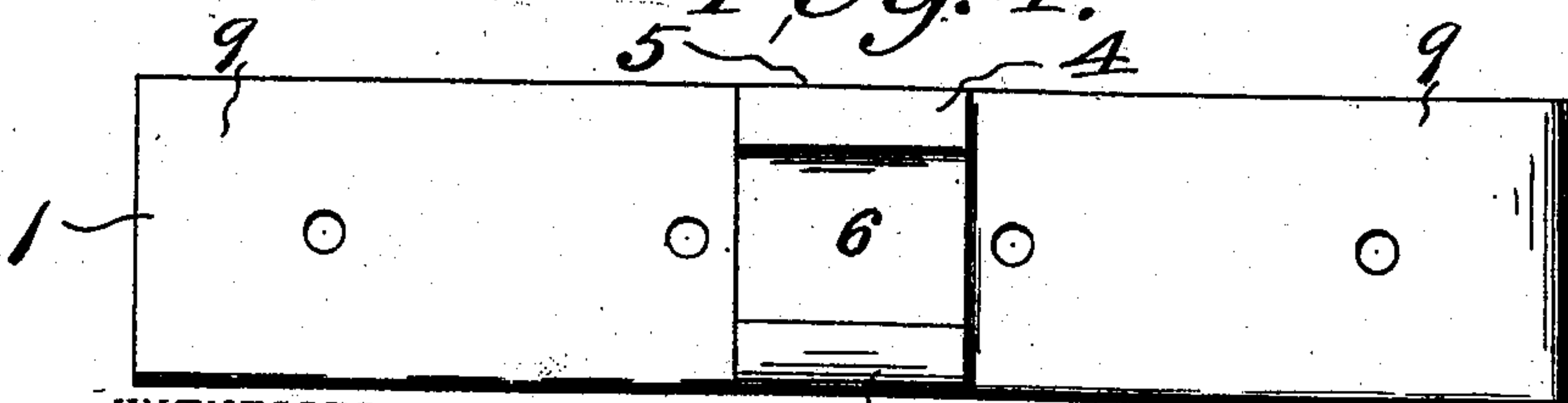


Fig. 4.



WITNESSES

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UNITED STATES PATENT OFFICE.

PETER MCGINLEY, OF NEWARK, OHIO.

RAILROAD-RAIL JOINT.

No. 923,876.

Specification of Letters Patent.

Patented June 8, 1909.

Application filed August 27, 1908. Serial No. 450,525.

To all whom it may concern:

Be it known that I, PETER MCGINLEY, a citizen of the United States, residing at Newark, in the county of Licking and State of Ohio, have invented certain new and useful Improvements in Railroad-Rail Joints, of which the following is a specification.

My invention relates to inventions in railroad rail joints and has for its object the prevention of mashing the rails caused by their expansion under the influence of heat as well as to provide a joint that effectually prevents jar to the car in passing over the joint as in joints as commonly constructed with the two ends of the rails abutting against one another. These objects I accomplish by providing a block having a projecting tongue against which the ends of the rails rest and curved and tapered ends that fit into correspondingly shaped recesses in the ends of the rails, said block being secured to the ends of the rail by means of bolts passing through to the block and rails and through a fish plate on the other side of the rail.

The construction and advantages of my improved rail joint will be described hereinafter and illustrated in the accompanying drawings in which—

Figure 1 is a top plan view of a fragment of two rails showing my improved joint in position, Fig. 2, a bottom view, Fig. 3, a longitudinal, horizontal sectional view through the web of the rail, and Fig. 4, a side view of the joint block.

In the drawings similar reference characters indicate corresponding parts in all the views.

A indicates the rails that are constructed as hereinafter described to fit my improved joint block 1. Joint block 1 has one side 2 straight as shown and with a base flange 3. The other side of the block has its middle portion, shown at 4, formed with one side of a tread 5, web 6 and base 7 to conform to

one side of a rail and when in position forms a continuation of the joined rails. The middle portion 4 sets out from the balance of the block so as to form shoulders 8 against which the ends of the rails A abut. The ends of the block are tapered on curved planes as shown at 9 while the ends of the rails are formed with recesses 10 with concaved walls 11 to engage said curved surfaces 9.

12 indicates a plate on the other side of the rails from the block 1 having a base flange 13, and 14 designates bolts secured through rails A, block 1 and plates 12 to hold the joint together.

It will be understood from this construction that as the top of the block 1 forms a tread surface for the car wheels it acts as a bridge from one rail to the other so that the jarring caused by the end to end joints as commonly used is avoided. My improved joint also admits of giving the rails more play for expansion and contraction under the influence of heat and cold so as to prevent jamming the ends of the rails in hot weather.

Having thus described my invention what I claim is—

A rail joint comprising in combination with the adjacent ends of two rails having tapered recesses with concaved walls, a block formed with a straight side, its middle portion formed the full width of the adjacent rails with a tread, base and web to conform to one side of the rails, and the ends of the block tapered on curved planes to conform to the recesses in the rails and leaving shoulders at the ends of the middle portion against which the ends of the rails abut.

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

PETER MCGINLEY.

Witnesses:

LINDLEY HUMPHREY,
W. B. WINGERTER.