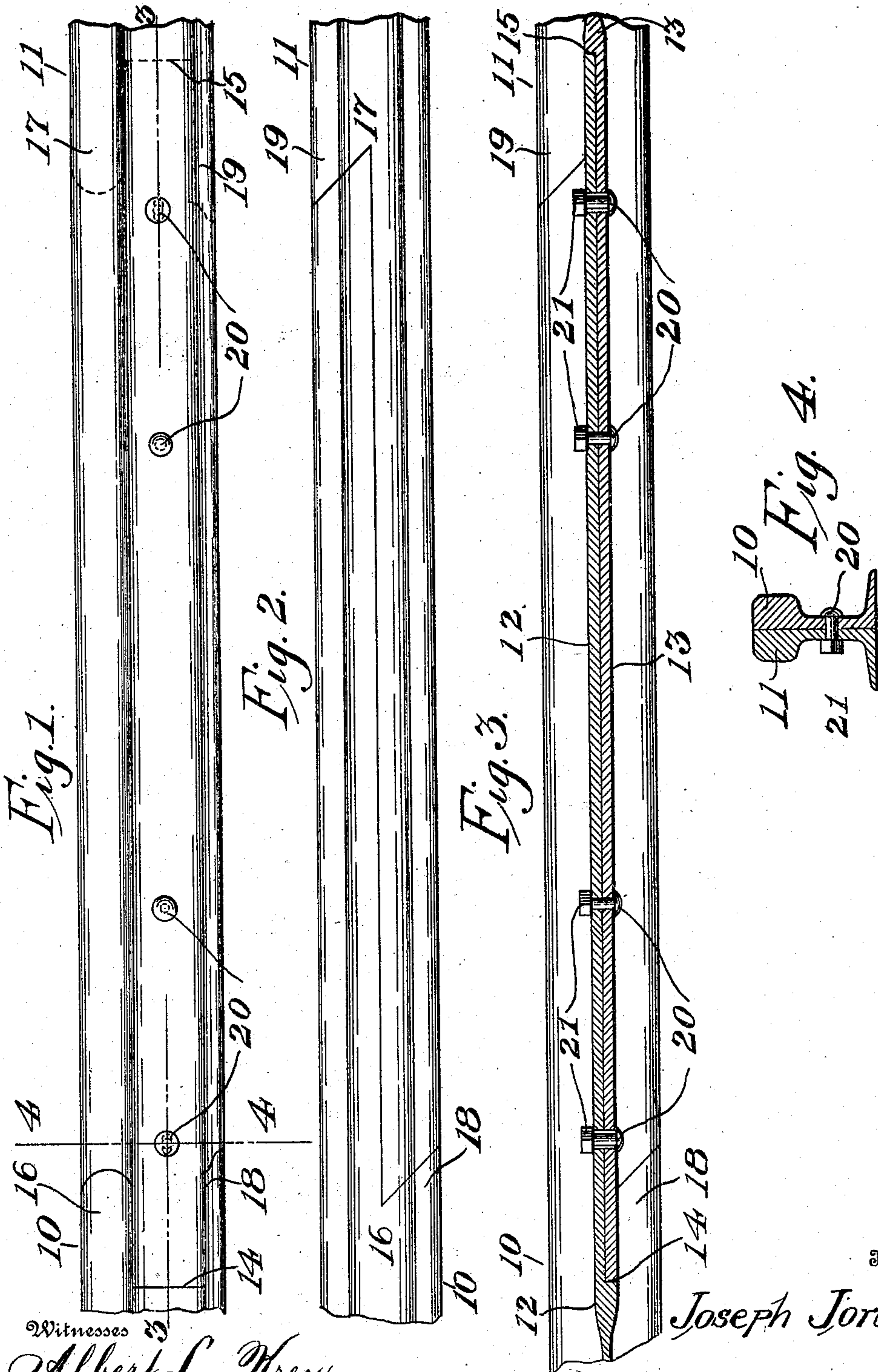


J. JORDAN.
RAILWAY RAIL JOINT.
APPLICATION FILED AUG. 18, 1908.

932,614.

Patented Aug. 31, 1909.



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JOSEPH JORDAN, OF CLARK, MISSOURI.

RAILWAY-RAIL JOINT.

932,614.

Specification of Letters Patent.

Patented Aug. 31, 1909.

Application filed August 18, 1908. Serial No. 449,055.

To all whom it may concern:

Be it known that I, JOSEPH JORDAN, a citizen of the United States, residing at Clark, in the county of Randolph, State of Missouri, have invented certain new and useful Improvements in Railway-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, and has for one of its objects to improve the construction and increase the efficiency and utility of devices of this character.

With these and other objects in view the invention consists in forming the vertical web portions of the adjacent ends of two rails offset laterally with shoulders at the terminals of the offsets to receive the ends of the webs and with the tread and tie flange portions opposite the offsets divided longitudinally and with the treads overhanging the terminals of the offsets and the flanges bearing beneath the same and with clamp bolts connecting the rails through the offset portions.

The invention further consists in certain novel features of construction as hereafter shown and described, and then specifically pointed out in the claims, and in the drawings illustrating the preferred embodiment of the invention, Figure 1 is a side elevation, and Fig. 2 is a plan view of one of the improved joints. Fig. 3 is a section on the line 3—3 of Fig. 1. Fig. 4 is a transverse section on the line 4—4 of Fig. 1.

The rails are designated respectively by 10 and 11 and from points adjacent their opposite ends are halved as shown at 12 and 13, whereby shoulders 14 and 15 are formed on the webs against which the terminals abut. The outer ends of each rail section including the tread, web and tie flange are inclined outwardly and rearwardly and form an acute angle with one side of the web, and the inner ends of the halved portions are inclined forwardly and outwardly and form an acute angle with the inner or cut face of the web. The portions 18 and 19 thus form pockets for the extremities of the adjacent sections and positively prevent lateral movement of the joints which will be found very advantageous on curves. The

offset web portions are provided with spaced transverse bolt apertures to receive the clamp bolts 20 and nuts 21. By this simple arrangement, the rail ends are firmly clamped and protected and the strains distributed over a relatively long area of the rail, so that the "pounding" or "hammer blow" effects produced by the rolling stock passing over the rails do not "broom" or batter the rail ends. Then again the joint being relatively long a continuous rail effect is produced which effectually obviates all jars and concussions as the trains pass over the rails. The lateral offset web portions will generally be about three feet long with the treads overhanging about four inches and the tie flanges underbearing about the same distance, and with four of the clamp bolts, but it will be understood that these dimensions are not arbitrary and may be varied as required.

The improved device may be employed in connection with rails of any size, and adapted for use for any of the various forms of rolling stock, either steam or electric.

Preferably the joints between the overhanging portion 16—17 of the treads and the underbearing portions 18—19 of the tie flanges are correspondingly inclined to the longitudinal plane of the rails, so that the joint is more effectually held from lateral movement.

What is claimed, is:—

A rail comprising a tread, web and a flange, the sections being halved from points adjacent the opposite ends of the rail, the outer end of each halved portion being inclined outwardly and rearwardly and forming an acute angle with one side of the web and the inner end of each halved portion being inclined forwardly and outwardly and forming an acute angle with the opposite side of the halved portion of the web, the said rail being adapted to coöperate with a similarly formed reversed rail to make a rigid joint, the inclined extremities of which will be pocketed and positively held against yielding to lateral strain.

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

JOSEPH JORDAN.

Witnesses:

M. M. MARSHALL,
S. G. HAMILTON.