

(No Model.)

E. P. JERVEY.
RAILWAY RAIL JOINT.

No. 404,487.

Patented June 4, 1889.

Fig. 1.

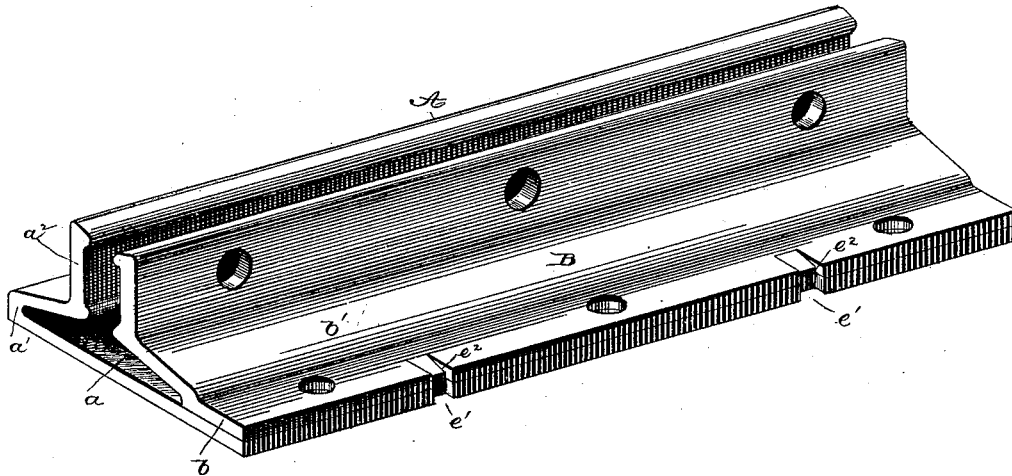
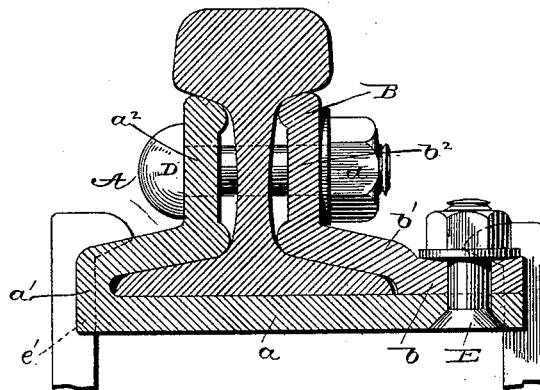


Fig. 2.



Witnesses:
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UNITED STATES PATENT OFFICE.

EUGENE P. JERVEY, OF CHARLESTON, SOUTH CAROLINA.

RAILWAY-RAIL JOINT.

SPECIFICATION forming part of Letters Patent No. 404,487, dated June 4, 1889.

Application filed January 9, 1889. Serial No. 295,826. (No model.)

To all whom it may concern:

Be it known that I, EUGENE P. JERVEY, of Charleston, in the county of Charleston and State of South Carolina, have invented certain Improvements in Railway-Rail Joints, of which the following is a specification.

The object of my invention is to provide an improved chair or joint for uniting and sustaining the contiguous ends of railway-rails; and it consists in the peculiar construction and arrangement of parts represented in the accompanying drawings and hereinafter described in detail.

In the accompanying drawings, Figure 1 is a perspective view of my device. Fig. 2 is a vertical cross-section of the same applied to a rail.

The device consists of two longitudinal members A and B, each rolled or otherwise formed complete in one piece. The member A comprises a flat bed-plate *a*, a flange *a'*, turned upward and inward from one edge of the bed-plate, and a vertical web *a²* rising from the inner edge of the flange *a*. The base-plate, intended to overlie and sustain the abutting ends of two rails, is made of a length of eighteen inches, (more or less,) and of a width considerably greater than that of a rail-base. The flange *a'* is adapted to fit snugly over the base on the foot of the rail on one side to hold the same down in place and prevent the rail from tipping, while the flange *a²* is adapted to fit snugly against the web of the rail between its head and foot.

The member B has at one side a flat longitudinal portion *b*, adapted to be seated upon the flat portion of the base-plate A, which extends beyond the side of the rail. From this bearing portion *b* a lip or flange *b'* is carried upward in position to fit snugly over the foot of the rail, and from the inner edge of the portion *b'* there rises a web *b²*, adapted to fit into and against the side of the rail, as shown. The vertical webs *a²* and *b²* are perforated horizontally to receive fastening-bolts D, which are extended therethrough and through the intermediate rail and provided

with nuts *d*, whereby the two parts of the device are held firmly together and against the rail. The two parts A and B are further connected by vertical bolts E, passed through their edges and provided with nuts on the upper end.

The horizontal and vertical bolts hold the two parts of the joint firmly in the proper relation to each other and to the rail, so that the ends of the two rails are kept in exact alignment. In order that the joint thus applied may be secured firmly in position on the ties or other supports, I provide its sides with vertical grooves *e'* in the member A, and provide it also with vertical grooves *e²* in the member B. The spikes *c* are driven downward through these grooves into the tie. Being thus applied they serve not only to hold the joint down in place, but also to keep it from shifting either longitudinally or laterally. On the one side the blocks also serve to assist in holding the member B down in place upon its fellow.

I am aware that numerous joints and splices consisting of two longitudinal plates have been heretofore constructed, but I believe the peculiar construction herein to be better adapted to meet the practical requirements than those heretofore known.

Having thus described my invention, what I claim is—

1. In a rail-joint, the combination of the member A, provided with the base *a*, extending laterally beneath and beyond the rail, and the upwardly-extending portion to bear against the rail, the member B, provided with the flat portion *b*, to rest upon the exposed end of the base *a*, and the upwardly-extending portion to bear against the rail, and the vertical and horizontal fastening-bolts, the former extending through the base portions of the said members beyond the rail, and the latter passing through the upwardly-extending portions of the said members.

2. In a rail-joint, the member A, having the flat bed-plate *a*, the flange *a'*, the web *a²*, and the grooves *e'*, in combination with the member D, having the flat bearing *b*, lip *b'*,

web b^2 , and grooves e^2 , and the vertical and horizontal bolts uniting said parts in the manner described and shown.

3. In a rail-joint, the longitudinal members
5 A B, adapted to embrace the rail and rest one upon the other, in combination with the vertical and the horizontal bolts, and the spikes passed through grooves in the two parts, as described and shown.

In testimony whereof I hereunto set my hand, this 26th day of December, 1888, in the presence of two attesting witnesses.

EUGENE P. JERVEY.

Witnesses:

W. B. RANEUEL,
T. J. GUINAN.