

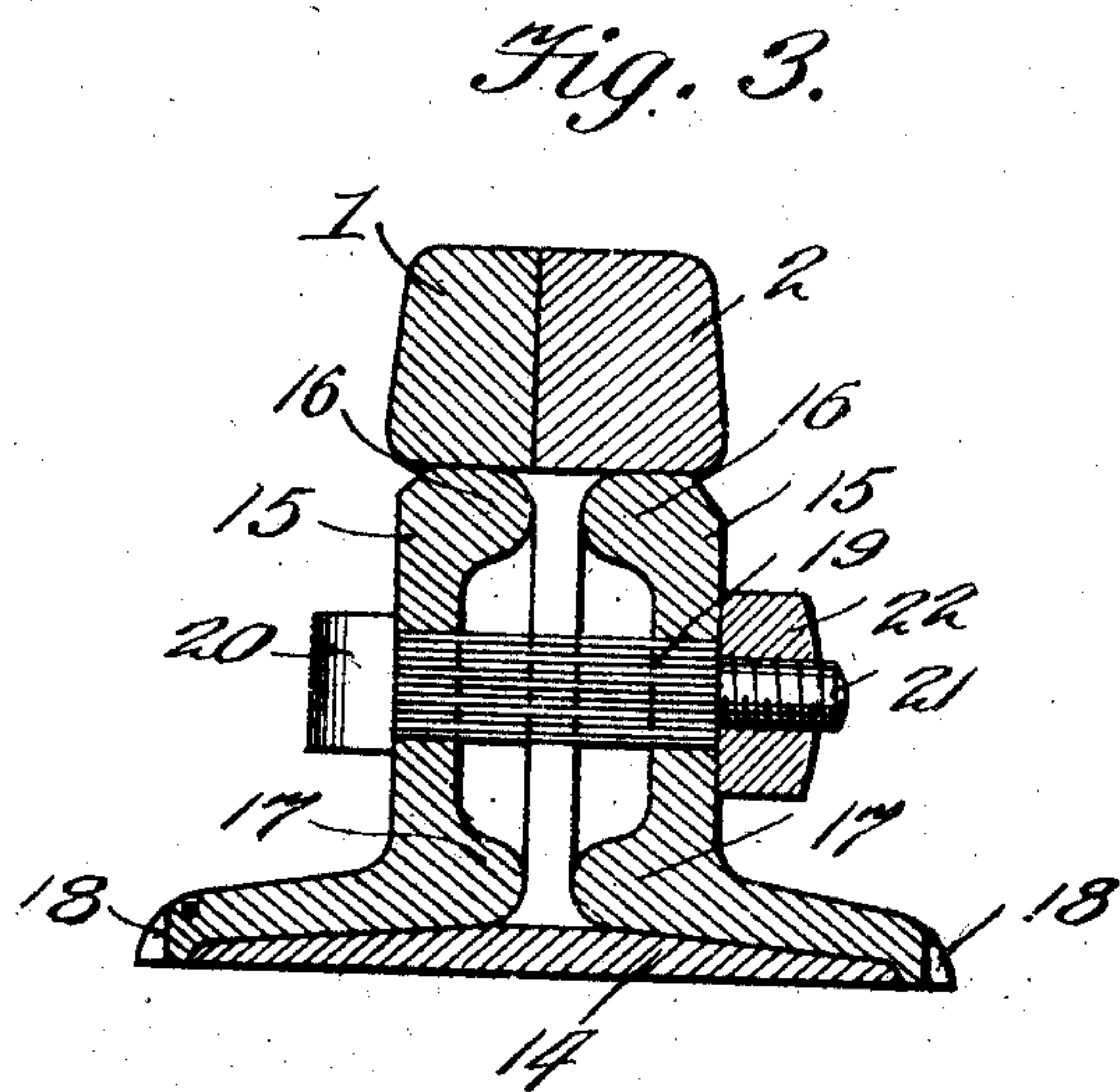
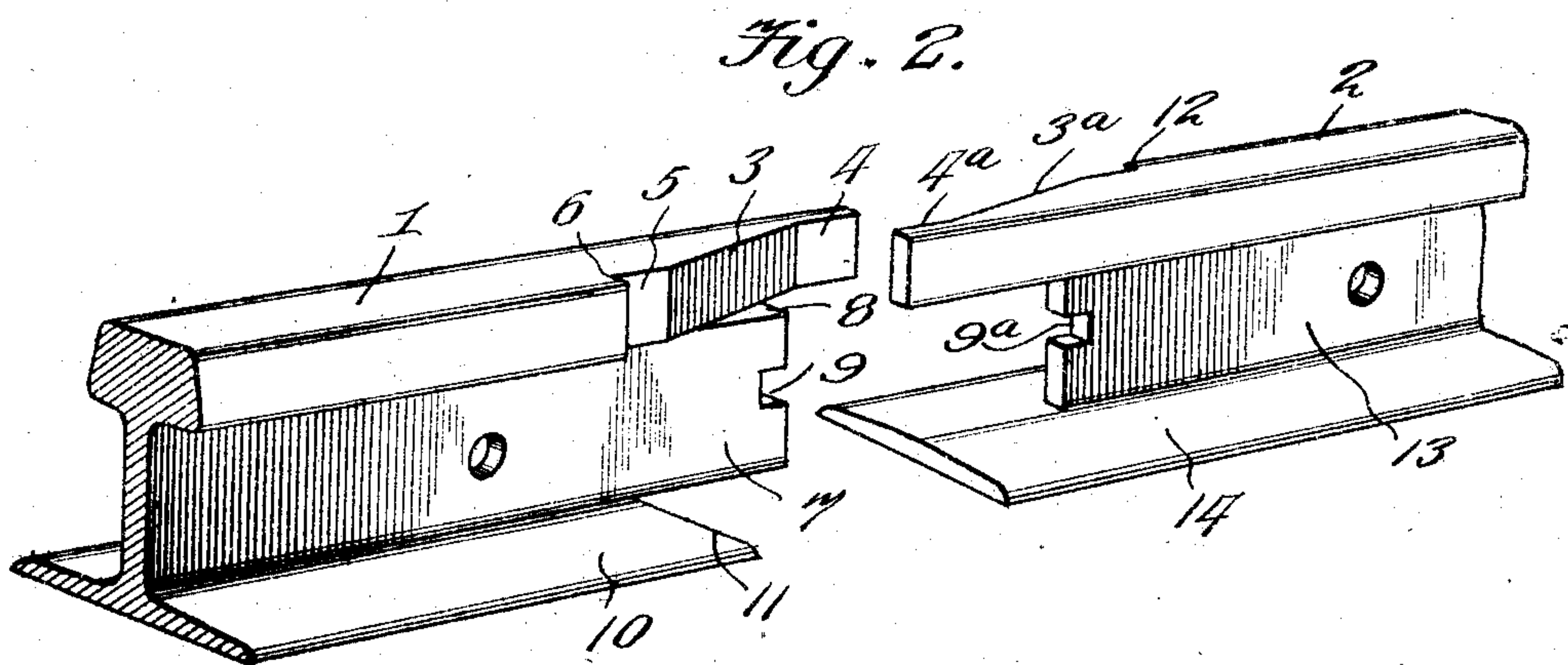
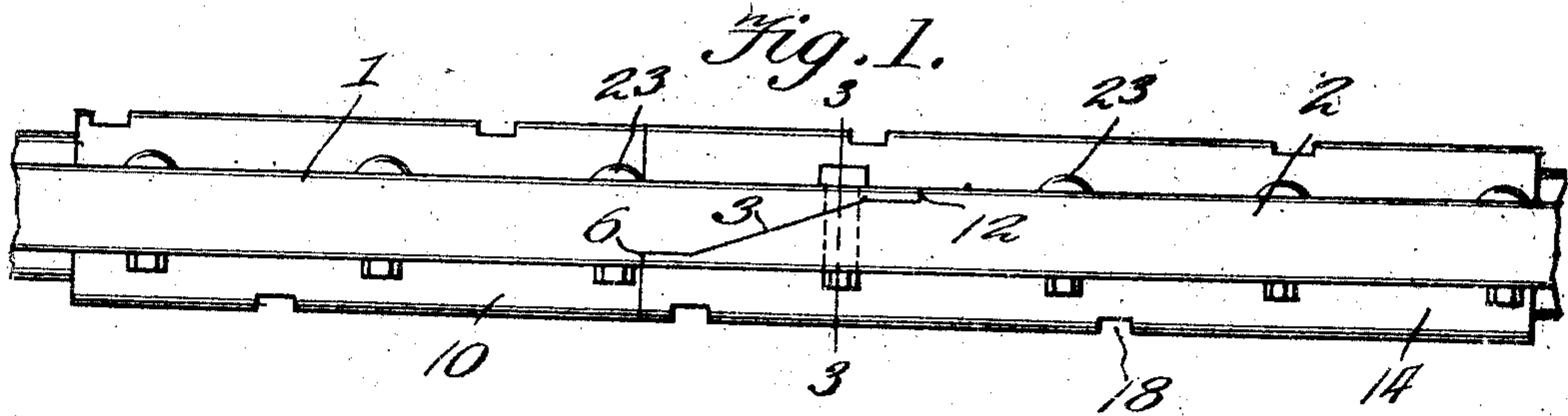
No. 883,542.

PATENTED MAR. 31, 1908.

R. B. KENNINGTON.

RAIL JOINT.

APPLICATION FILED JULY 20, 1907.



Witnesses

Frank B. Hoffman

A. B. Bunker

Inventor

Robert B. Kennington

Victor J. Evans

Attorney

UNITED STATES PATENT OFFICE.

ROBERT B. KENNINGTON, OF FITZPATRICK, GEORGIA.

RAIL-JOINT.

No. 883,542.

Specification of Letters Patent.

Patented March 31, 1908.

Application filed July 20, 1907. Serial No. 384,701.

To all whom it may concern:

Be it known that I, ROBERT B. KENNINGTON, a citizen of the United States of America, residing at Fitzpatrick, in the county of Twiggs and State of Georgia, have invented new and useful Improvements in Rail-Joints, of which the following is a specification.

This invention relates to rail joints, and one of the principal objects of the same is to provide a strong reliable joint which will not spread, sink, or creep, and which will avoid pounding of the rolling stock as it passes over the joint.

Another object of the invention is to provide a scarf jointed rail and a pair of fish plates for holding the meeting ends of the rails together, and a transverse bolt passing through the fish plates and through recesses at the ends of the rail webs to prevent the rails from sinking or spreading.

These and other objects may be attained by means of the construction illustrated in the accompanying drawing, in which:

Figure 1 is a plan view of a rail joint made in accordance with my invention. Fig. 2 is a perspective view of the meeting ends of a pair of railway rails made in accordance with my invention, said rails being shown separated. Fig. 3 is a vertical sectional view taken on the line 3—3, Fig. 1 and shown on an enlarged scale.

Referring to the drawing for a more particular description of my invention, the numeral 1 designates one end of one of the rails, and 2 is the end of the other rail. The tread portion of the rail 1 is cut away to form a scarf 3, the terminal end of which, 4, forms a lug of equal dimension from end to end, and at the opposite end of the scarf 3 is a plain portion 5 which terminates in a shoulder 6. The web portion 7 of the rail end 1 is provided with a shoulder or support 8 and in the end of said web is a square recess 9. The base flange 10 of the rail end 1 is cut away for some distance back of the end of the rail forming a shoulder 11.

The rail end 2 has the tread portion provided with a shoulder 12, a scarf 3^a and a plain portion 4^a. The web portion 13 is provided with a rectangular recess 9^a and the base flange 14 extends outward beyond the end of the rail to fit against the shoulder 11 on the rail member 1. A pair of fish plates

15 provided each with a rib 16 at the upper edge thereof which fits under the tread portions of the rail ends, are also provided with ribs 17 which bear against the web portions of the rails at a point near the base flanges thereof. Spike notches 18 are formed in the outer edges of the fish plates. A bolt 19 having a square shank adapted to fit the recesses 9, 9^a of the webs 7 and 13 passes through rectangular openings in the fish plates, and through said recesses in the webs, said bolts being provided with a head 20 and a reduced threaded end 21 upon which a nut 22 is fitted. Bolts 23 extend through the fish plates and through the web portions of the rail ends.

From the foregoing it will be obvious that a rail joint made in accordance with my invention will firmly hold the ends of the rails together, will obviate the pounding of the wheels upon the joint, owing to the fact that the wheels pass gradually over the joint and are not met with a transverse obstruction. Furthermore, the rail joint will not spread, sink, or creep. The two rail ends are firmly held in position, and the device can be readily assembled and connected.

Having thus described the invention, what I claim is:

The herein described rail joint comprising rails, the ends of which are provided with scarf portions, legs projecting from the scarf portions, webs each provided with a registering rectangular recess, one of said rail sections having the base flange cut away and the other member having the flange extended under the web portion of the meeting rail, a pair of fish plates secured to the web portions of the rail by bolts, said fish plates having a squared opening therein in line with rectangular recesses in the webs of the rails, a bolt having a squared body portion passed through the fish plates and through the registering recesses in the ends of the webs, said bolt being also provided with a reduced end, and a nut fitted to the reduced end of said bolt.

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

ROBERT B. KENNINGTON.

Witnesses:

W. C. FAULK,
A. J. WOOD.