

I. H. FERREE & W. D. KENNEDY.

RAIL JOINT.

APPLICATION FILED JAN. 14, 1909.

932,850.

Patented Aug. 31, 1909

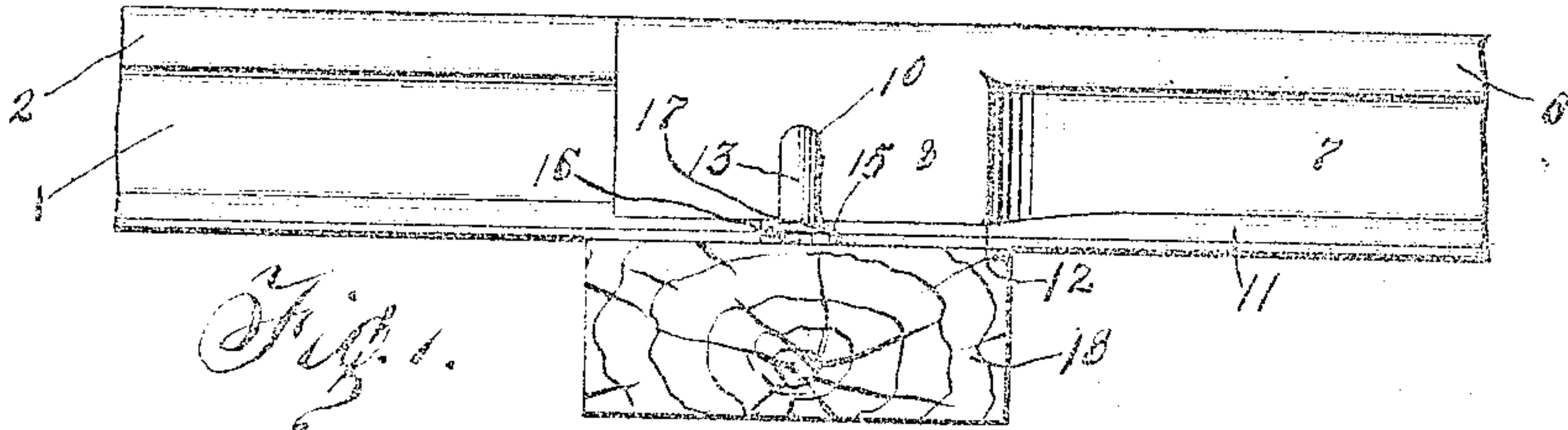


Fig. 1.

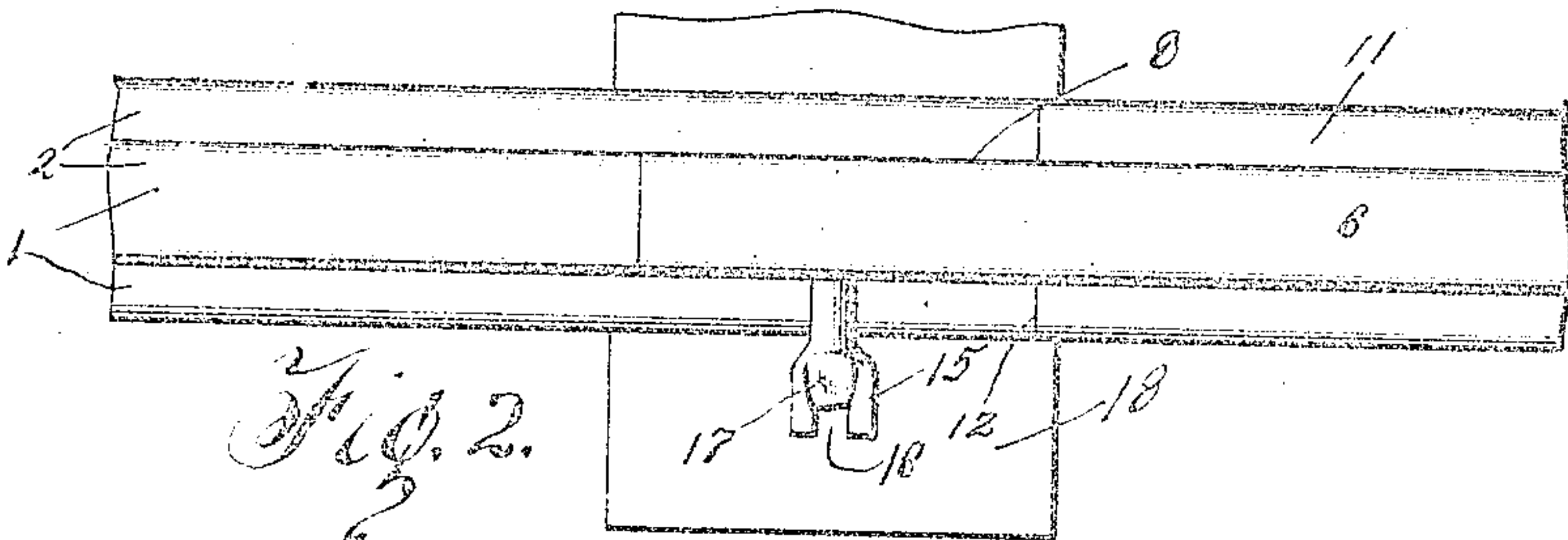


Fig. 2.

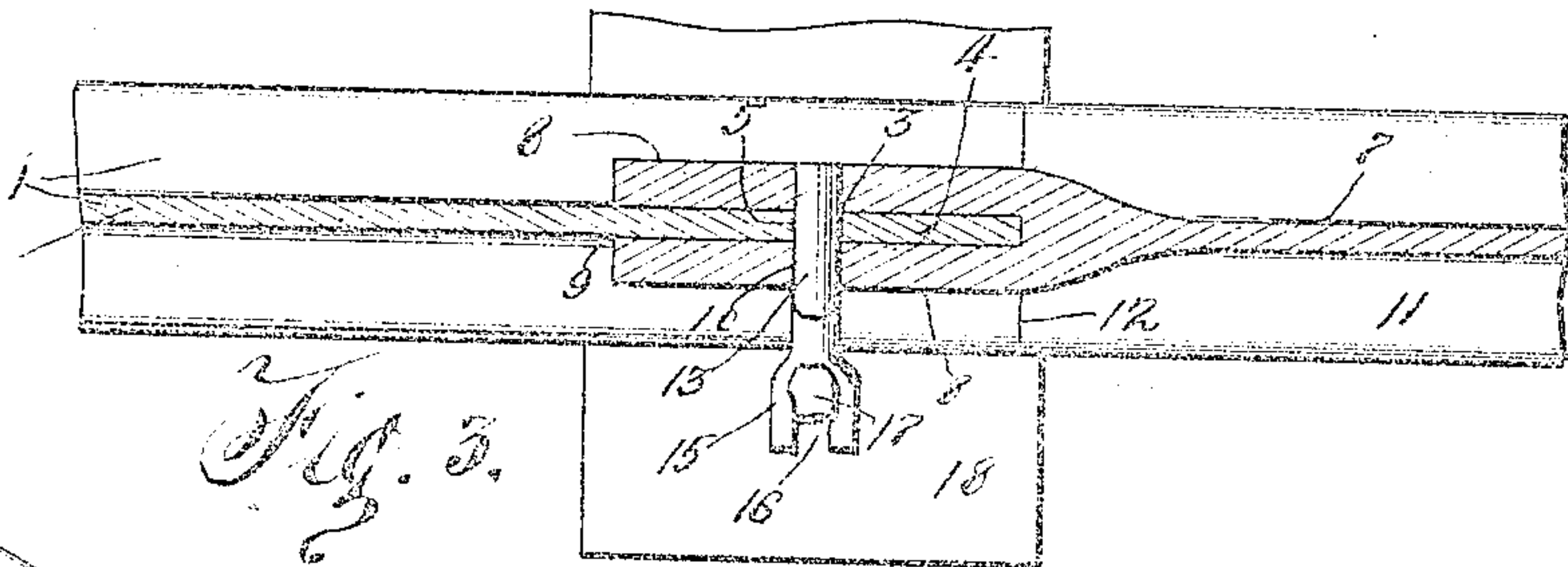


Fig. 3.

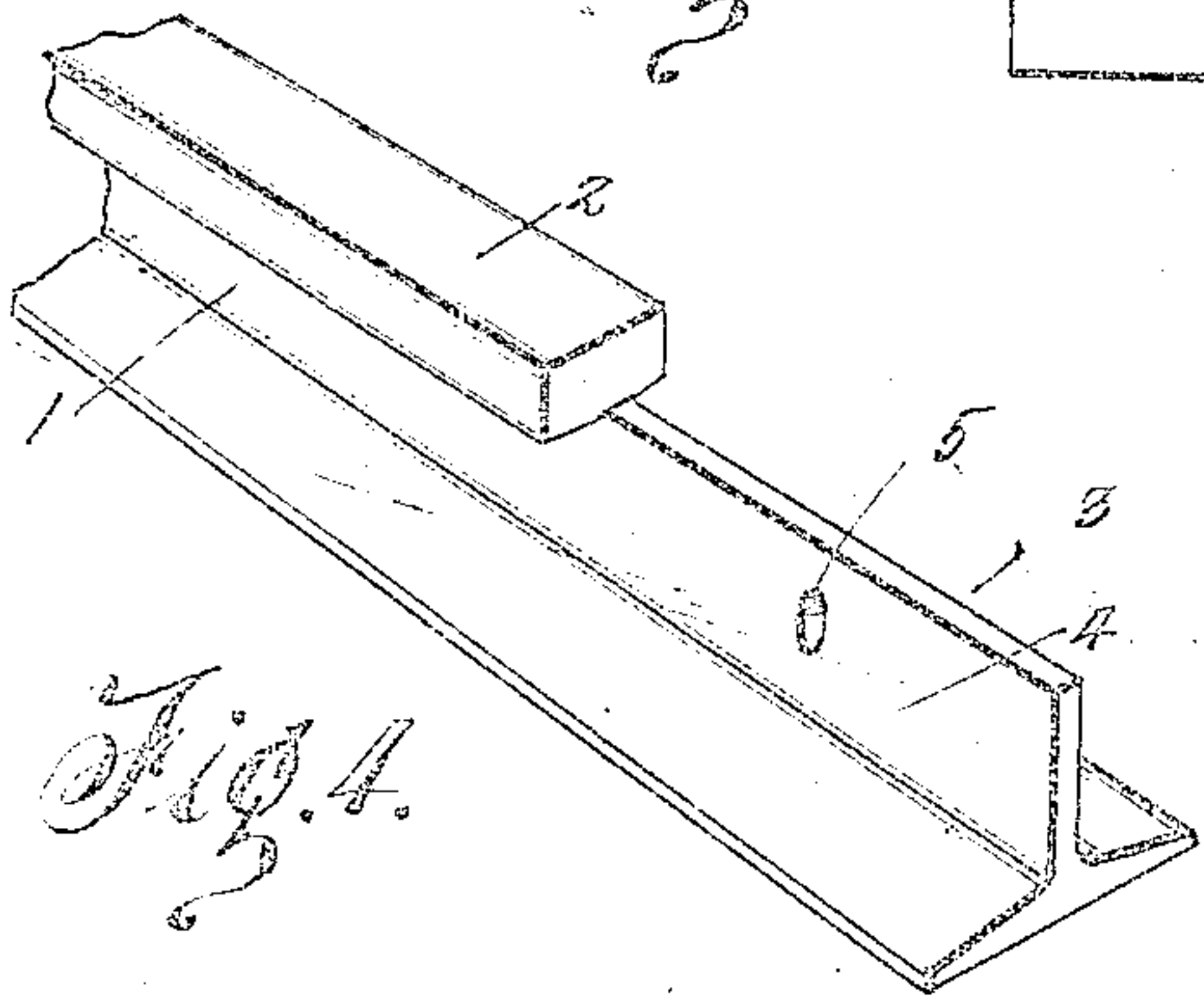


Fig. 4.

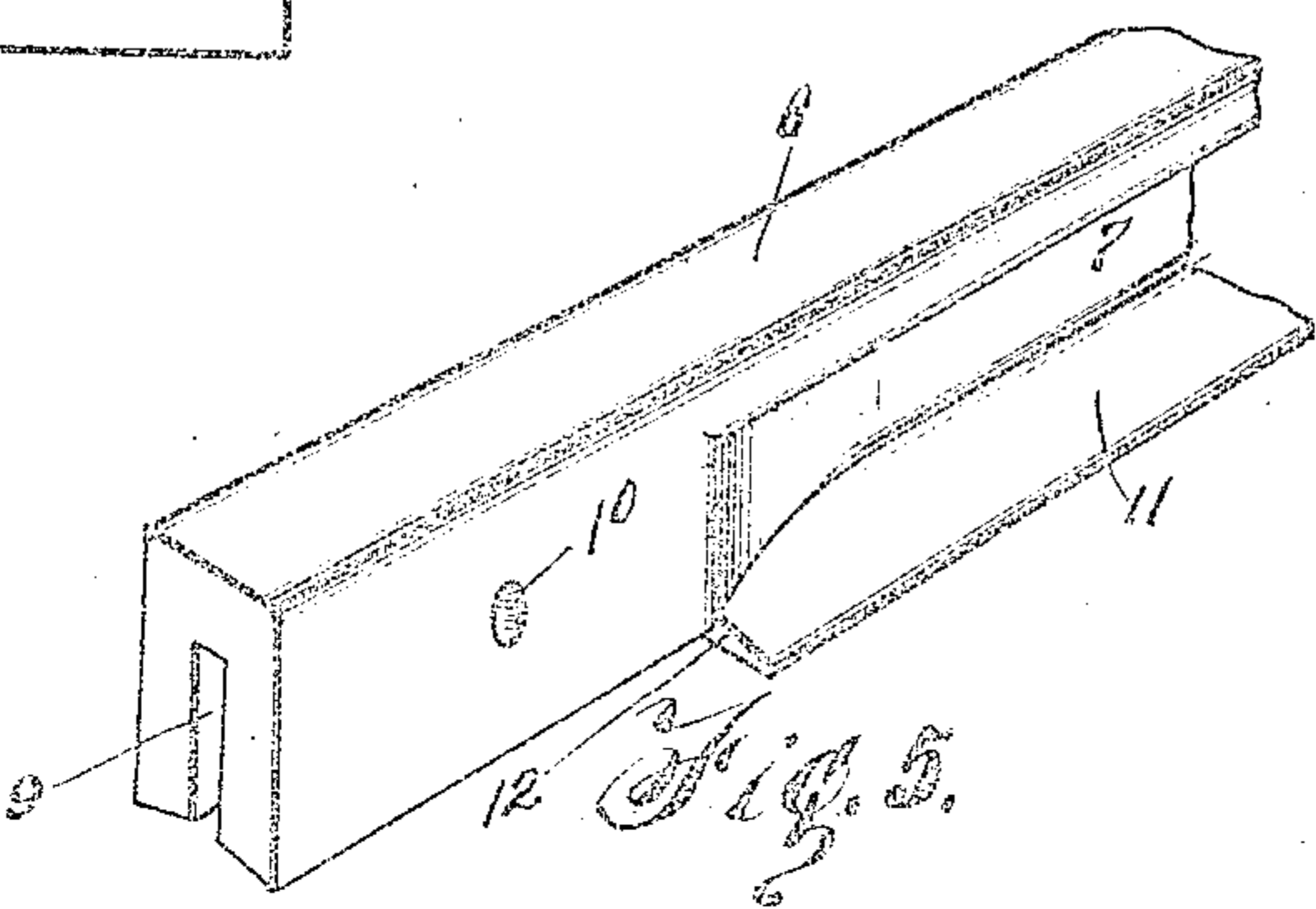


Fig. 5.

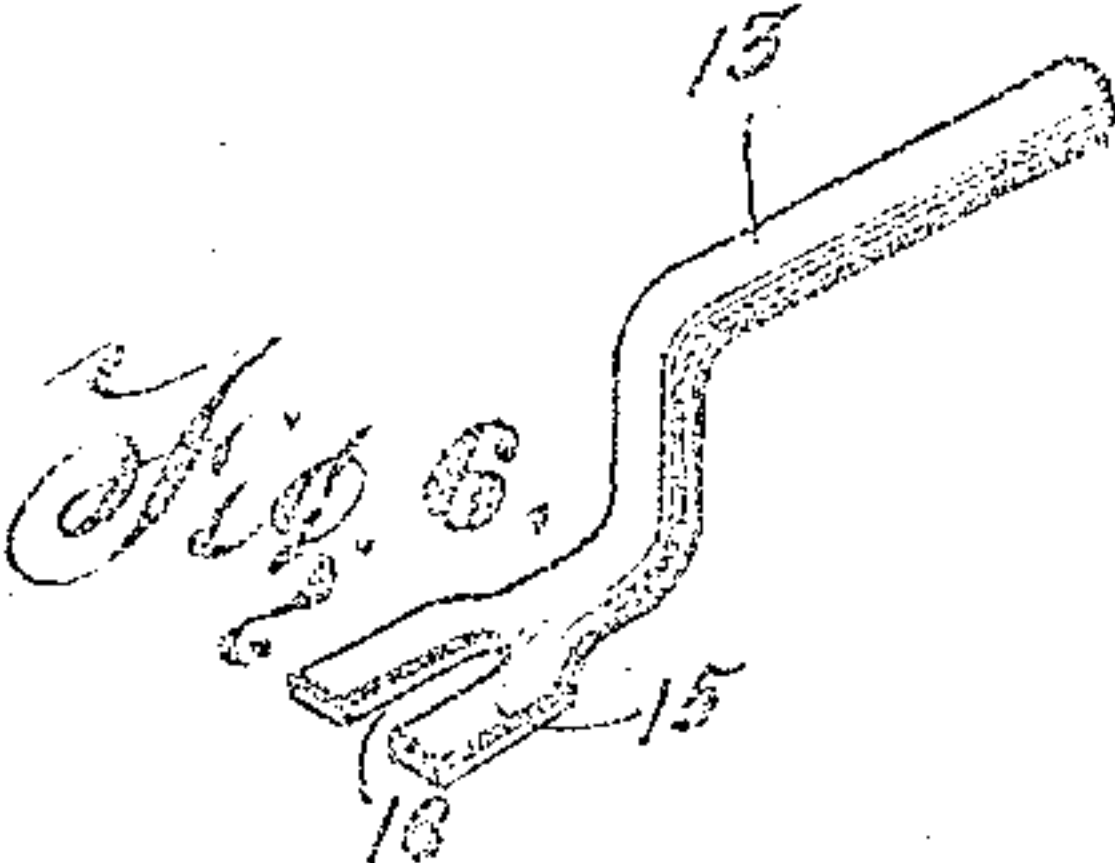


Fig. 6.

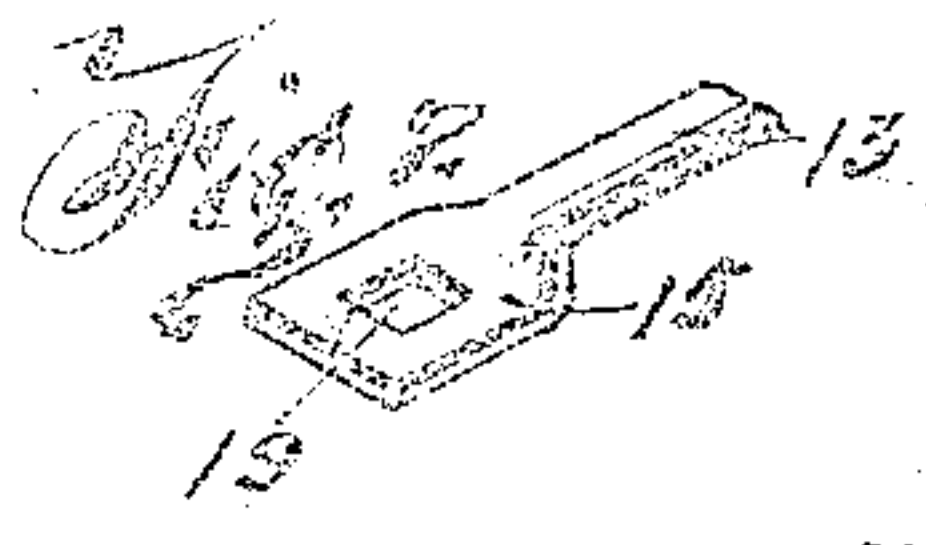


Fig. 7.

Witnesses
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UNITED STATES PATENT OFFICE.

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RAIL-JOINT.

932,850.

Specification of Letters Patent. Patented Aug. 31, 1909.

Application filed January 14, 1909. Serial No. 472,208.

To all whom it may concern:

Be it known that we, ISAAC H. FERREE and WYLIE D. KENNEDY, citizens of the United States of America, residing at Enon Valley, in the county of Lawrence and State of Pennsylvania, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification, reference being had therein to the accompanying

10 drawing.

This invention relates to a rail joint, and the objects of our invention are, first, to provide positive and reliable means for connecting the confronting ends of two rails, to prevent said rails from becoming vertically and laterally displaced; second, to obviate the necessity of using detachable splice bars and bolts and nuts for connecting the splice bars together; third, to provide practically a continuous tread for rolling stock; and fourth, to provide a simple and durable rail joint that can be easily and quickly assembled by unskilled labor.

We attain the above objects by a structure that will be presently described and then claimed.

In the drawings, Figure 1 is a side elevation of a rail joint constructed in accordance with our invention, Fig. 2 is a plan of a rail joint, Fig. 3 is a horizontal sectional view of the same, Figs. 4 and 5 are perspective views of the confronting ends of two rails, and Figs. 6 and 7 are perspective views of a locking pin and bolt.

35 In the accompanying drawings, 1 designates a rail, having the head 2 thereof cut away, as at 3, and the remaining web portion 4 provided with an opening 5. The adjoining rail has the head 6 and the web 7 reinforced, as at 8, and the reinforcement is provided with a longitudinal slot 9, corresponding in depth and length to the remaining web portion 4 of the rail 1. The reinforced portion 8 forms a saddle, for straddling the cut-away portion of the rail 1, and to accommodate a fastening means, the reinforcement 8 is provided with transverse alining openings 10, adapted to register with the opening 5 of the rail 1. To provide

clearance for the base flanges of the rail 1, 50 the base flanges 11 of the adjoining rail are cut away, as at 12. After the adjoining rail has been placed in engagement with the rail 1, a malleable locking pin or bolt 13 is placed in the openings 10 and 5. The locking pin or bolt 13 is formed with downwardly and outwardly bent portions, the end thereof flattened, as at 15, and cut-away as at 16, to provide a slot to receive a spike 17 employed for securing the rails to a tie or sleeper 18. Instead of slotting the flattened end 15, of the bolt or pin, the opening 19 can be provided for the spike 17. It will, of course, be understood that additional spikes are used for securing the base flanges of the rails to the tie or sleeper 18.

It is thought that the manner of assembling our rail joint is apparent without further description, and while in the drawings forming a part of this application there is illustrated the preferred embodiment of our invention, we would have it understood that the details of construction can be varied or changed as to the shape, proportion and manner of assemblage without departing from the spirit of the invention.

Having now described our invention, what we claim as new, is;—

In a rail joint, the combination with a tie, a rail thereon having its head cut-away, a second rail formed with a slot placed astride the first rail, a locking bolt formed of round unthreaded material having a rail abutting portion formed thereon by bending one end thereof downwardly and a bifurcated lower end disposed in parallelism to the upper end, said upper end being passed through the engaging rails with said bent portion abutting against the outer rail, and a spike passed into the tie through the bifurcated end of said bolt.

In testimony whereof we affix our signatures in the presence of two witnesses.

ISAAC H. FERREE.
WYLIE D. KENNEDY.

Witnesses:

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GEO. R. ANDREWS