

G. W. KLINKER.
RAIL JOINT.
APPLICATION FILED MAY 4, 1909.

954,865.

Patented Apr. 12, 1910.

Fig. 1.

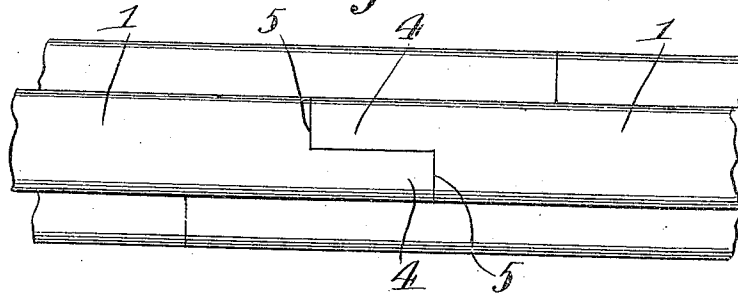


Fig. 2.

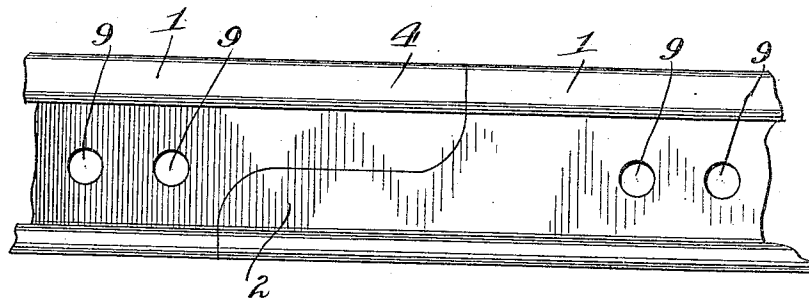


Fig. 3.

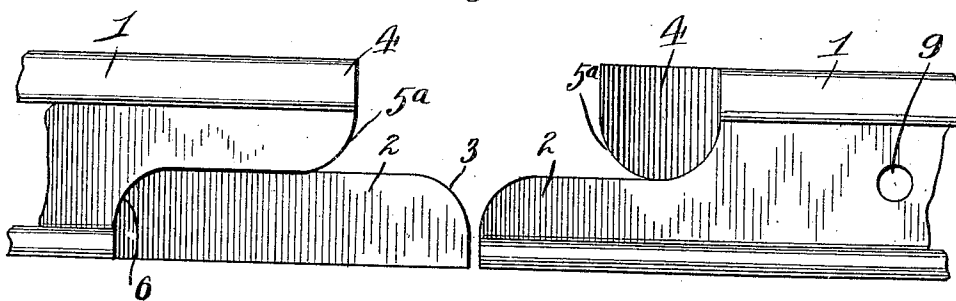
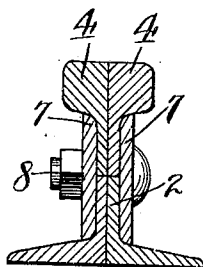


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE

GEORGE W. KLINKER, OF WEST LEIPSIC, OHIO, ASSIGNOR OF ONE-HALF TO SOLOMON W. SMITH, OF WEST LEIPSIC, OHIO.

RAIL-JOINT.

954,865.

Specification of Letters Patent.

Patented Apr. 12, 1910.

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To all whom it may concern:

Be it known that I, GEORGE W. KLINKER, a citizen of the United States of America, residing at West Leipsic, in the county of Putnam and State of Ohio, 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 an interlocking joint for railway rails which will effectually prevent the spreading of the rails and which will obviate the pounding of the rolling stock as it passes over the joint.

Another object of the invention is to provide a lock joint for rails which shall be simple in construction and which will hold the rails firmly in proper alinement.

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 the meeting ends of a pair of railway rails joined in accordance with my invention. Fig. 2 is a side elevation of the same with the fish plates removed. Fig. 3 is a side elevation of the meeting ends of the two rails separated. Fig. 4 is a vertical sectional view taken through the joint.

Referring to the drawing, the numerals 1 designate the meeting ends of a pair of railway rails. These ends are formed with interlocking projections and shoulders, and since they are identical at each end of the rail and every alternate rail is reversed end to end, the description of one end of one rail will be sufficient. The rail at its ends is provided with an extended portion 2 having a curved or rounded corner 3. The portion 2 represents a part of the web and a part of the flange of the rail. The tread portion of

the rail is provided with an extended portion 4 and an angular shoulder 5. The extended portion 4 has a rounded lower end 5^a and a curved inner wall 6. The two ends of the rails being formed as described are brought together as shown in Fig. 2, and the fish plates 7 are placed upon opposite sides of the rails, and the bolts 8 are passed through holes in the fish plates and through the holes 9 in the webs of the rails. When the rails are thus secured together the extended portions 2 prevent spreading of the rails at the joint, and since the tread surface 4 and an angular shoulder 5. The extended joint reaching entirely across the top or surface, the rolling stock is not liable to pound at the joint.

My invention is simple in construction, can be quickly interlocked and assembled, and repairs can be quickly made. The manner of forming the end of the rail is such that by reversing each alternate rail the joints will match, all being formed exactly alike.

I claim:—

The herein described rail joint comprising interlocking rail ends each provided with an extended base flange and web portions upon one side of the rail, said portions each having a recess upon opposite sides of the rail end and each end having an extended tread portion representing one-half of the rail, the ends of the two rails being interlocked and secured together by fish plates.

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

GEORGE W. KLINKER.

Witnesses:

ADOLPH H. STECHSCHULTE,
JOHN H. BOWMAN.