

UNITED STATES PATENT OFFICE.

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RAIL-JOINT.

1,059,263.

Specification of Letters Patent.

Patented Apr. 15, 1913.

Application filed February 10, 1912. Serial No. 676,735.

To all whom it may concern:

Be it known that I, LAWRENCE BENNETT, a citizen of the United States of America, residing at Hugheston, in the county of Kanawha and State of West Virginia, have invented new and useful Improvements in Rail-Joints, of which the following is a specification.

This invention relates to improvements in rail joints and has particular application to jumper track joints.

Heretofore, the jumper tracks, that is the wooden tracks used in coal mines and the like in conjunction with the metal rails to facilitate the travel of the cars to the face of the coal, have had their proximate ends nailed to ties in order to prevent displacement of such rails. This nailing of the jumper rails results in a mutilization of the latter and is oftentimes responsible for accidents incident to the miner stepping upon the nails and thereby injuring themselves. Therefore, in carrying out the present invention, it is my purpose to provide a joint for jumper tracks wherein mutilization of the rails will be obviated and the above cause of accidents and other objections removed. Furthermore, I aim to provide a joint of this type which shall embody among other features a portable clamp, comprising relatively movable members adapted to embrace adjacent rail ends, and means associated with the members and operable to move the latter into clamping engagement with the rails so as to securely hold the rails in track formation thereby enabling the cars to be brought to the face of the coal and securely hold the rails in position without the use of nails or other cumbersome fastening devices which would tend to mutilate such rails.

With the above objects in view and others of a similar nature, the invention consists in the construction, combination and arrangement of parts hereinafter set forth in and falling within the scope of the appended claim.

In the accompanying drawing forming a part of this specification; Figure 1 is a broken perspective view of a jumper track equipped with the present invention. Fig. 2 is a transverse section on the line 2-2 of

Fig. 1. Fig. 3 is a detail perspective view of the portable clamp, and Fig. 4 is a similar view of the rail guide.

Similar reference characters designate like parts throughout the several views.

Referring to the accompanying drawing in detail, and wherein has been shown one form of the invention, the proximate or meeting ends of the jumper rails are designated at A, A and these rails are held in track formation or alinement through the medium of my improved clamp.

In the present instance, the clamp designated in general at B includes a pair of relatively movable members 1 and 2 such as plates and these members are designed to embrace the opposite sides of the rails at the joint thereof to facilitate the joining of the rails in track formation. In order to produce a clamping action upon the members 1 and 2 to bring the same into engagement with the rails, I employ means designed for manual operation and adapted to move the members into engagement with adjacent rail ends. In this embodiment of the invention, the manually operable means for producing such clamping action consists of a substantially U-shape yoke 3 comprising a connecting bar 4 equipped at its opposite end with right angular arms or limbs 5 and 6. This yoke is designed to embrace the members 1 and 2 and is positioned below the rails at the meeting ends thereof. The plate 1 is preferably rigidly secured to the arm 5 of the yoke, while the arm 6 of such yoke is formed with a threaded aperture 7 designed to receive a manually operable set screw 8 adapted to bear upon the plate 2 so that in the operation of the set screw, the members 1 and 2 may be moved relatively to one another and brought into engagement with the opposite sides of the rails at the proximate ends thereof and disengaged from the ends of such rails in the reverse operation of the set screw. The members 1 and 2 are preferably equipped with prongs 9 arranged upon the inner surfaces thereof and adapted to bite into the wooden or jumper rails A in the application of the clamp to such rails, thus preventing creeping or other movement of the rails relative to the clamp in the assemblage of the parts.

In carrying out this invention, I make use of a gage which is used in conjunction with the clamp and is adapted to receive the free terminals of the rails forming each side of the track at the surface of the coal, so that the rails of both sides of the track may be held in parallel spaced relation to permit the proper traveling of the cars upon such rails. In the present instance, this gage comprises a connecting bar formed at its opposite ends to provide edge alining substantially rectangular rail guides designed to receive the free ends of the end jumper rails adjacent the face of the coal to hold the former in spaced parallel relation and track formation.

While I have shown and described one form of my invention, I desire to have it understood that I do not limit myself to all of the details herein shown and described, as modification and variation may be made within the scope of the claim without de-

parting from the spirit or sacrificing any advantages of the invention.

I claim:

The combination with jumper track rails of rectangular formation, of means for joining the meeting ends of said rails, and a gage formed from a single length of material and comprising a connecting bar terminally bent to provide rectangular guides adapted to snugly embrace the free ends of said rails for the purpose specified.

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

LAWRENCE BENNETT.

Witnesses:

G. A. FITZWALTER,

his
THOMAS X BOND.

mark

Witnesses to mark of Thomas Bond:

N. C. SAUNDERS,

JANET SAUNDERS.

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