J. R. DAVENPORT.

RAIL JOINT.

APPLICATION FILED JAN. 11, 1917.

1,229,900.

Patented June 12, 1917.

Fig. 1.

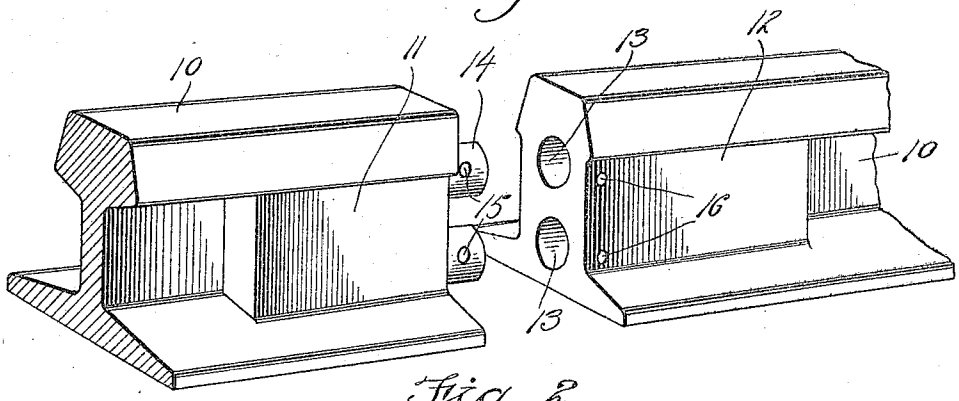


Fig. 2.

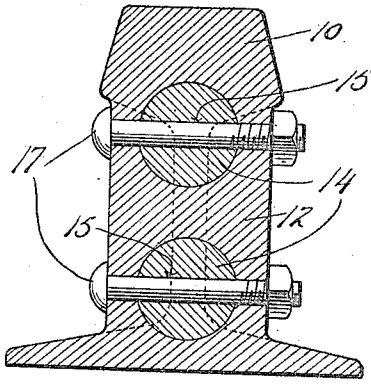
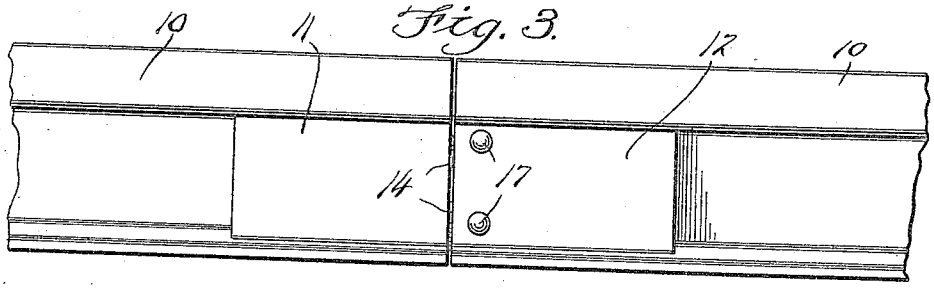


Fig. 3.



WITNESSES

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UNITED STATES PATENT OFFICE.

JOHN R. DAVENPORT, OF ELDON, MISSOURI.

RAIL-JOINT.

1,229,900. Specification of Letters Patent. Patented June 12, 1917.

Application filed January 11, 1917. Serial No. 141,852.

To all whom it may concern:

Be it known that I, JOHN R. DAVENPORT, a citizen of the United States, residing at Eldon, in the county of Miller and State of Missouri, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification.

This invention relates to an improved rail joint and the principal object of the invention is to provide a rail joint including rail sections, one having sockets and the second pins for fitting into the sockets, auxiliary pins being passed through the main pins to releasably hold the pins in the sockets.

Another object of the invention is to provide a rail joint including connecting pins which will hold the adjoining rail ends against vertical and transverse movement thus holding the rails in alinement and preventing accidents.

Another object of the invention is to provide a rail joint which will be simple in construction and which will comprise a comparatively few number of parts carried by the adjoining rail ends and thus not liable to become lost.

This invention is illustrated in the accompanying drawings, wherein:—

Figure 1 is a perspective view of the improved rail joint.

Fig. 2 is a transverse sectional view through the connecting rail ends.

Fig. 3 is a view in side elevation of the connecting rail ends.

The rails 10 are of similar construction and are each provided at one end with a thickened web section 11 and at its opposite end with a thickened web section 12. This thickened web section 12 is provided to strengthen the rails so that the rails will not be weakened by the sockets 13 formed therein to receive the pins 14 extending from the thickened end portion 11 of an adjoining rail section. Openings 15 are formed in the pins 14 and register with side openings 16 formed in the thickened web section 12 thus permitting the securing bolts or fasteners 17 to be passed through the registering openings 15 and 16, and releasably hold the pins 14 in the sockets 13. With this structure, the adjoining rail ends may be securely connected and there will be no danger of the rails moving transversely out of alinement and there will also be no danger of the rail ends dropping and causing a low place in the track which would be dangerous. When disconnecting the rails, it is simply necessary to remove the bolts 17 and the pins 14 can be easily withdrawn from the sockets 13.

What is claimed is:—

A rail joint comprising adjoining rail sections having the webs thickened at the rail ends, one rail end being provided in the thickened end portion with upper and lower longitudinally extending sockets, upper and lower pins formed integral with and extending from the end of the second rail section and fitting into the sockets of the first rail section, and fasteners passing transversely through the first rail section and through said pins to releasably hold said pins in said sockets.

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

JOHN R. DAVENPORT.

Witnesses:

J. J. HAYNES,

IVY E. RUSSELL.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."