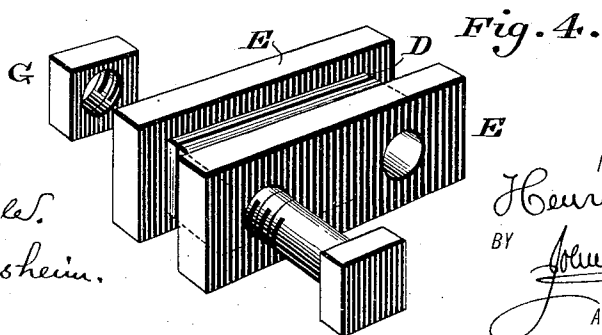
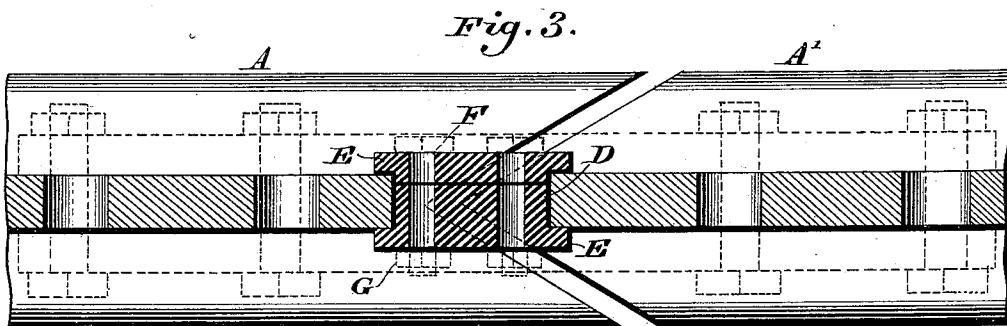
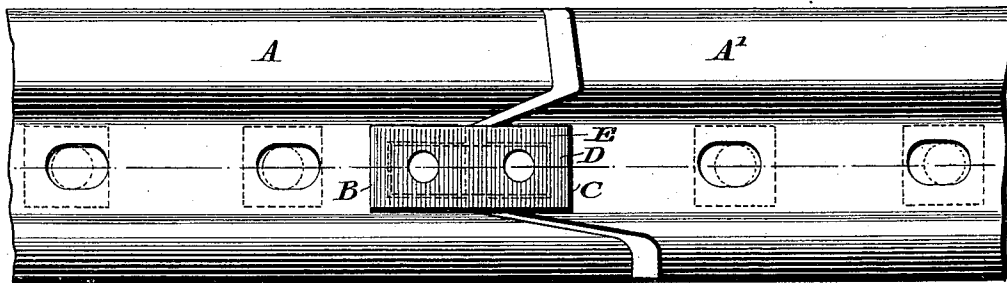
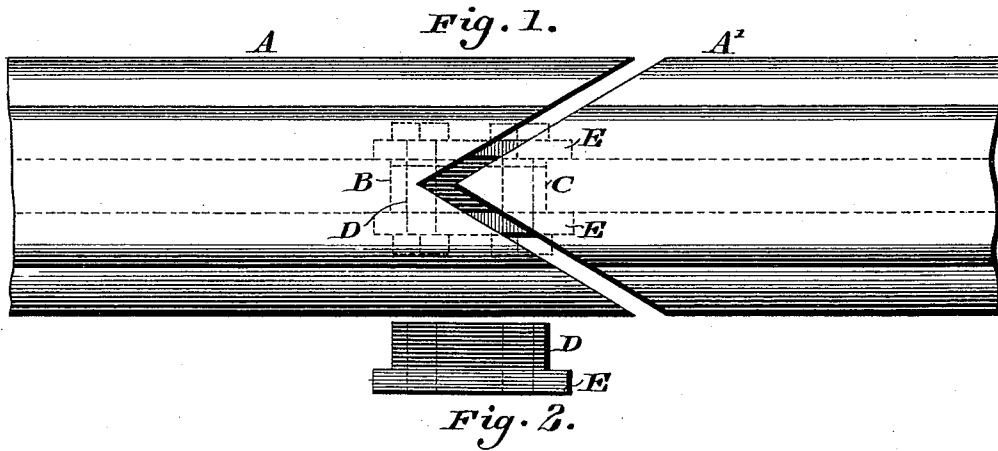


(No Model.)

H. T. HEY.
RAILWAY JOINT.

No. 481,758.

Patented Aug. 30, 1892.



WITNESSES:

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INVENTOR

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BY

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UNITED STATES PATENT OFFICE.

HENRY T. HEY, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR OF ONE-HALF
TO ADOLPH A. POEHNER, OF SAME PLACE.

RAILWAY-JOINT.

SPECIFICATION forming part of Letters Patent No. 481,758, dated August 30, 1892.

Application filed September 24, 1891. Serial No. 406,641. (No model.)

To all whom it may concern:

Be it known that I, HENRY T. HEY, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Railway-Joints, which improvement is fully set forth in the following specification and accompanying drawings.

My invention relates to improvements in railway-joints; and it consists of the construction and combination of parts hereinafter set forth.

Figure 1 represents a plan view of a rail-joint embodying my invention, one of the sections of the key being shown as removed from the rail. Fig. 2 represents a side view of the same. Fig. 3 represents a sectional view on line *xx*, Fig. 2. Fig. 4 represents a perspective view of the key for locking the ends of the rails and one of the bolts and nuts therefor.

Similar letters of reference indicate corresponding parts in the several figures.

Referring to the drawings, A A' designate two adjacent rails connected so as to form a joint, the end of one rail being beveled or of V shape, as shown, and projecting longitudinally, and the adjacent end of the other rail being recessed to coincide with the beveled or V-shaped end of the first rail. The adjacent ends of the web portions of the rails are formed with recesses B and C, respectively, to receive therein the body or web portion of each of the sections of the key D, which latter is formed of two parts, each provided with a side piece E adapted to embrace the side of the web of each rail adjacent to the recess thereof in order that the key may be free to move longitudinally on the walls of said recesses without being displaced therefrom when the rails are expanded or contracted owing to a change in their temperature or from other causes. The sections of the key are inserted in the recesses B and C from opposite sides of the web and are secured together by bolts F, which pass through openings in said sections and have the nuts G on their

threaded ends. It will be seen that the key prevents either a lateral or vertical movement of one rail without the other, thus locking them in proper position, while allowing for their longitudinal movement thereof due to expansion or contraction of the same. By having the ends of the heads of the rails of V shape or obliquely beveled the wheel of the car in crossing the joint is always on both rails, so that there is no unequal wearing of the ends of the rails. As will be understood, the bevel may not necessarily be right lined, but may be curved. In case of any repairing of the joint the sections of the key can readily be removed from the sides without moving the rails. If desired, I may take the plates that are now in use and form a key with the same in one solid piece.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a rail-joint, two rails, one having a V-shaped projecting end and the other rail having a recessed end coinciding with said projecting end, recesses in the adjacent ends of the webs of said rails, and a sliding key applicable and removable endwise in said recesses and having side pieces embracing the sides of the webs of the rails, one of said side pieces being connected with the key and the other side piece adapted to be secured thereto, said parts being combined substantially as described.

2. In a rail-joint, two rails having locking ends with coinciding recesses and a key fitted in said recesses and applicable to and removable therefrom in endwise direction and permitting the rails to move longitudinally thereon, the side pieces being connected with said key by bolts and embracing the webs of said rails, said parts being combined substantially as described.

HENRY T. HEY.

Witnesses:

JOHN A. WIEDERSHEIM,
A. P. JENNINGS.