

J. KIMMEL & P. BOCSKAY.
RAIL JOINT.
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1,057,245.

Patented Mar. 25, 1913.

FIG. 1

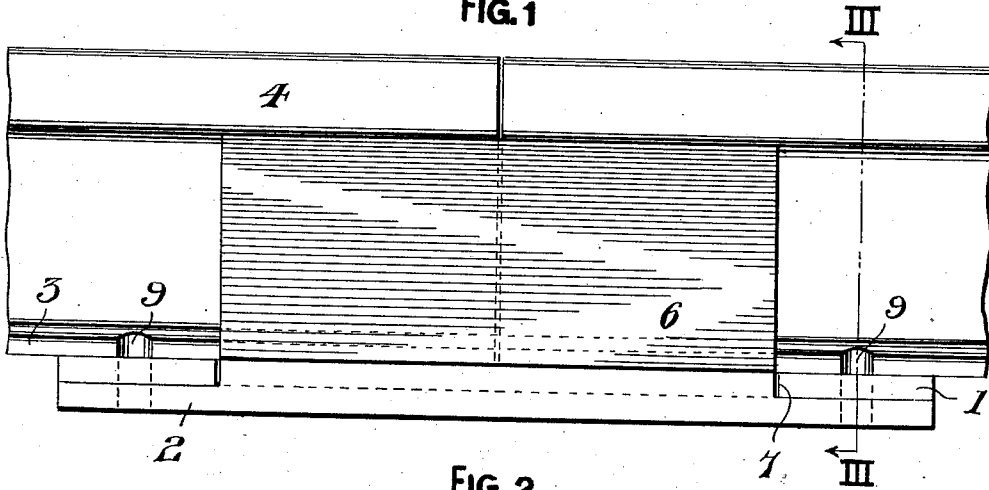


FIG. 2

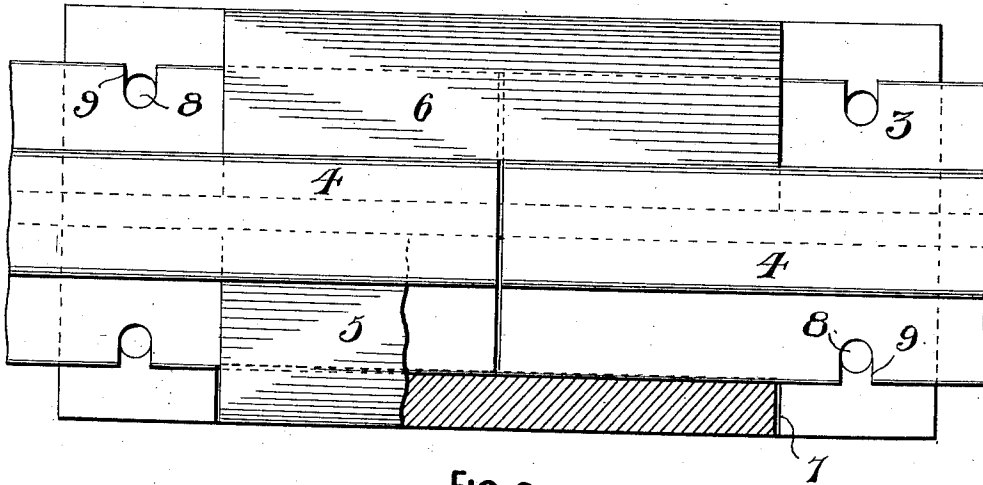
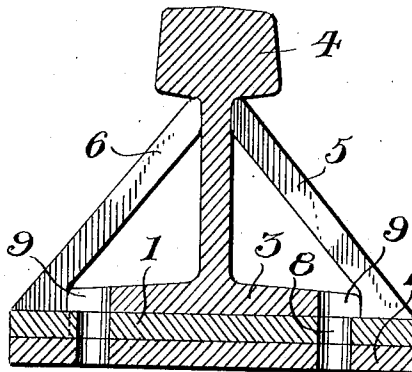


FIG. 3



WITNESSES
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JOHN KIMMEL AND PAUL BOCSKAY, OF CUDAHY, WISCONSIN.

RAIL-JOINT.

1,057,245.

Specification of Letters Patent.

Patented Mar. 25, 1913.

Application filed January 9, 1913. Serial No. 741,083.

To all whom it may concern:

Be it known that we, JOHN KIMMEL and PAUL BOCSKAY, subjects of the King of Hungary, residing at Cudahy, in the county of Milwaukee and State of Wisconsin, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to rail joints, and the objects of our invention are, first, to provide a novel rail chair for firmly bracing the confronting or abutting ends of rails whereby said rails cannot become accidentally displaced; second, to provide a rail chair that forms practically a continuous foundation for rolling stock thereby eliminating the jarring and bumping ordinarily experienced when passing over a joint, and third, to provide a rail joint consisting of comparatively few parts that are easy to assemble, inexpensive to manufacture and highly efficient for the purposes for which they are intended.

I attain the above objects by a mechanical construction that will be hereinafter specifically described and then claimed.

Reference will now be had to the drawing, wherein:—

Figure 1 is a side elevation of the rail joint, Fig. 2 is a plan of the same partly broken away and partly in section, and Fig. 3 is a cross sectional view taken on the line III—III of Fig. 1.

A rail joint in accordance with this invention comprises superimposed rail plates 1 and 2 and it is upon the plate 1 that the base flanges 3 of rails 4 are placed to be supported thereby. The rail plates 1 and 2 are rectangular in plan and said plates, inter-

mediate the ends thereof have their longitudinal edges provided with integral angularly disposed braces 5 and 6 that engage under the heads of the rails 4 and support said heads. The brace 6 is carried by one edge of the plate 2, consequently the edge of the plate 1 is cut away, as at 7 to provide clearance for the brace 6. Since the brace 5 is carried by the plate 1 and said plate arranged upon the plate 2, it is not necessary to cut away the plate, but it is necessary to fit the plates 1 and 2 together in a prescribed manner or said plates cannot be assembled.

The plates 1 and 2 at the ends thereof are provided with openings 8 and the base flanges 3 of the rails 4 are notched, as at 9, the notches registering with the openings 8 whereby spikes or other fastening means can be resorted to for securing the rail joint to ties, sleepers or other supports.

What we claim is:—

In a rail joint, the combination with rails, of superimposed rail plates supporting the base flanges of said rails, and an angularly disposed brace carried by an outer edge of each plate, intermediate the ends thereof, and bracing said rails, one of said plates having an edge thereof cut away to provide clearance for one of said braces, and said plates having openings formed therein registering with the notches in the base flanges of said rails, whereby said plates and rails can be secured to a suitable support.

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

JOHN KIMMEL.
PAUL BOCSKAY.

Witnesses:

CLARA A. PAULU,
LEO J. PAULU.

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