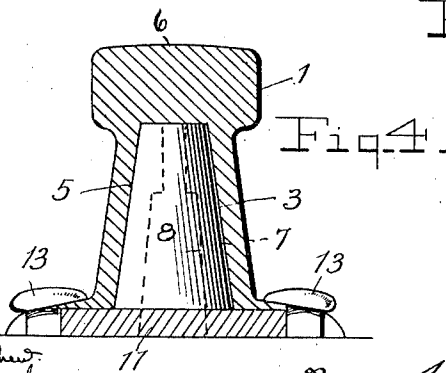
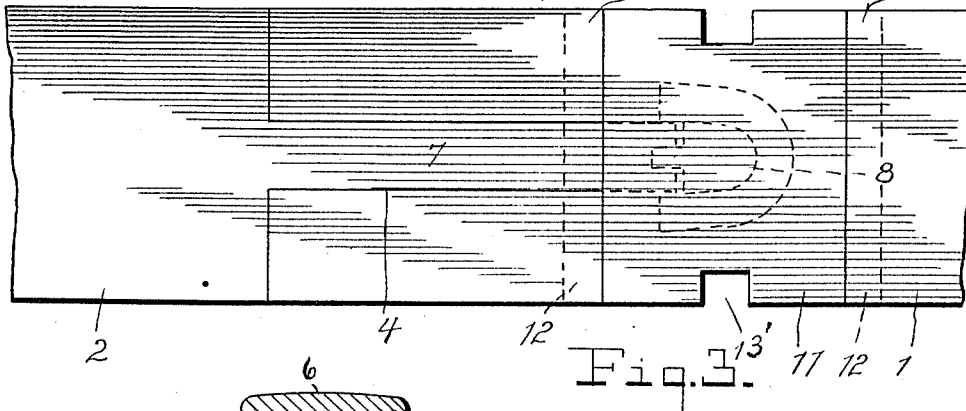
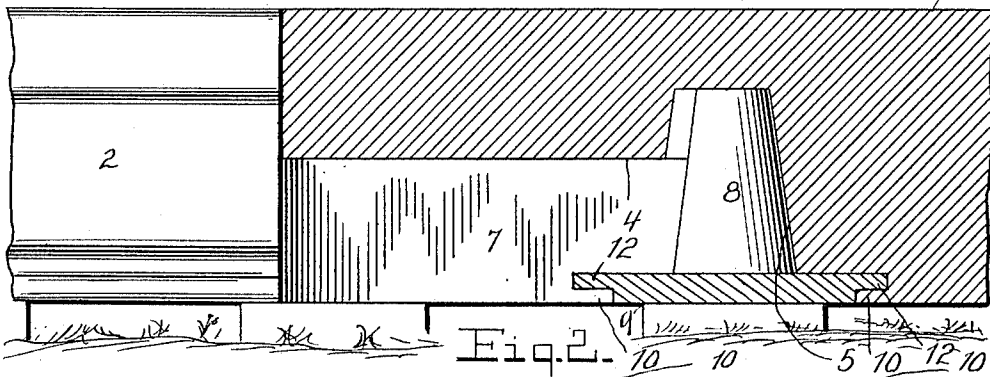
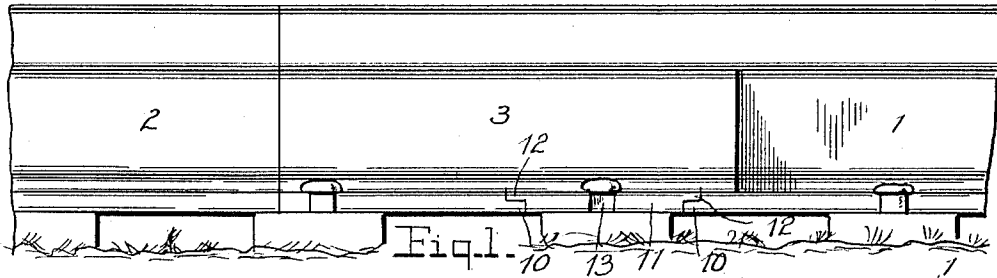


H. B. KAEHN.
RAIL JOINT.

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1,061,751.

Patented May 13, 1913.



Witnesses

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HENRY B. KAEHN, OF LOOKOUT, OKLAHOMA.

RAIL-JOINT.

1,061,751.

Specification of Letters Patent.

Patented May 13, 1913.

Application filed November 16, 1912. Serial No. 731,839.

To all whom it may concern:

Be it known that I, HENRY B. KAEHN, a citizen of the United States, residing at Lookout, in the county of Woods and State of Oklahoma, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification, reference being had to the accompanying drawings.

10 This invention relates to an improved means for connecting the abutting ends of two rails, the object of the invention being to improve the construction of rail joints and to provide a novel joint by means of which the rail ends are held securely against both vertical and lateral displacement.

Another object of the invention is to provide a rail joint which comprises few and durable parts, which can be quickly assembled or taken apart and which will not work loose owing to the constant vibration of the rails produced by the passage of rolling stock thereover.

25 A further object of the invention is to provide a rail joint of this character which will possess advantages in points of efficiency and durability, is inexpensive to manufacture and at the same time is simple in construction and operation.

With the above and other objects in view, the invention consists in the novel features of construction and the combination and arrangement of parts to be hereinafter more fully described, pointed out in the claim and shown in the accompanying drawings, in which—

Figure 1 is a side elevation of a rail joint constructed in accordance with my invention. Fig. 2 is a longitudinal sectional view. Fig. 3 is a bottom plan view and Fig. 4 is a transverse sectional view.

Referring more particularly to the drawings, 1 and 2 indicate the abutting ends of two rails, the end of the rail 1 being provided with an enlarged portion 3 having an inwardly projecting longitudinal recess 4 formed therein, said recess terminating in a cone shaped opening 5 which extends inwardly from the base of the rail to a point beneath the tread 6.

The end of the rail 2 is provided with a longitudinally extending tongue 7 which is provided at its outer end with a cone shaped

head 8 formed co-incident and adapted to fit snugly within the opening 5 in the end of the rail 1, the tongue 7 being arranged within the longitudinal recess 4, thus preventing any lateral movement of the rails when in their operative position. Formed in the base of the meeting ends of the rails at the joint thereof is a recess 9 at the lower side of which are formed the inwardly projecting flanges 10. Slidably mounted within the recess 9 is a plate 11 having formed upon each end thereof, the outwardly extending flanges 12 which are adapted to be disposed between the flanges 10 and the base of the rail ends when the plate 11 is inserted within the recess 9. This plate is adapted to be arranged in position so that the same will rest upon one of the ties of the track and spikes 13 are driven into the tie through the recesses 13' in the flanges of the rails so that the heads thereof will engage over the longitudinal edges of the plate 11 and prevent lateral movement from beneath the base of the rails. It will be readily seen that in this manner the rail ends will be securely held against any vertical movement and will also prevent the tongue 7 and the head 8 from being withdrawn from the recess 4 and the opening 5. While the plates 11 are particularly adapted to be placed at the meeting ends of the rails it will be apparent that they may be inserted beneath the rail at any point thereof. In placing the rails in position, the rail end 2 is first laid and the rail end 1 is then engaged over the head 8 and the tongue 7 and after the rail ends have been securely placed in position, the plate 11 is inserted within the recess 9 and securely spiked to the tie, thus preventing any vertical or lateral displacement of the rails.

From the above description taken in connection with the accompanying drawings, it will be readily apparent that I have provided a new and useful rail joint which comprises few and durable parts and which will not work loose owing to the constant vibration of the rails and at the same time can be manufactured at a comparatively low cost.

While I have shown and described the preferred form of my invention, it will be obvious that various changes in the details of construction and in the proportions may be resorted to for successfully carrying my

invention into practice without sacrificing any of the novel features or departing from the scope of the appended claim.

What I claim is:—

- 5 The combination with the abutting ends of two rails having a recess formed in the base portion thereof, and inwardly projecting flanges formed at the lower side of the recess, of a plate having outwardly projecting flanges adapted to be disposed be-
- 10

tween the first flanges and the body of the rail and means for securing said plate in position to prevent vertical movement of the rails.

In testimony whereof I hereunto affix my signature in the presence of two witnesses. 15

HENRY B. KAEHN.

Witnesses:

A. J. STEVENS,

S. P. EAVINS.

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