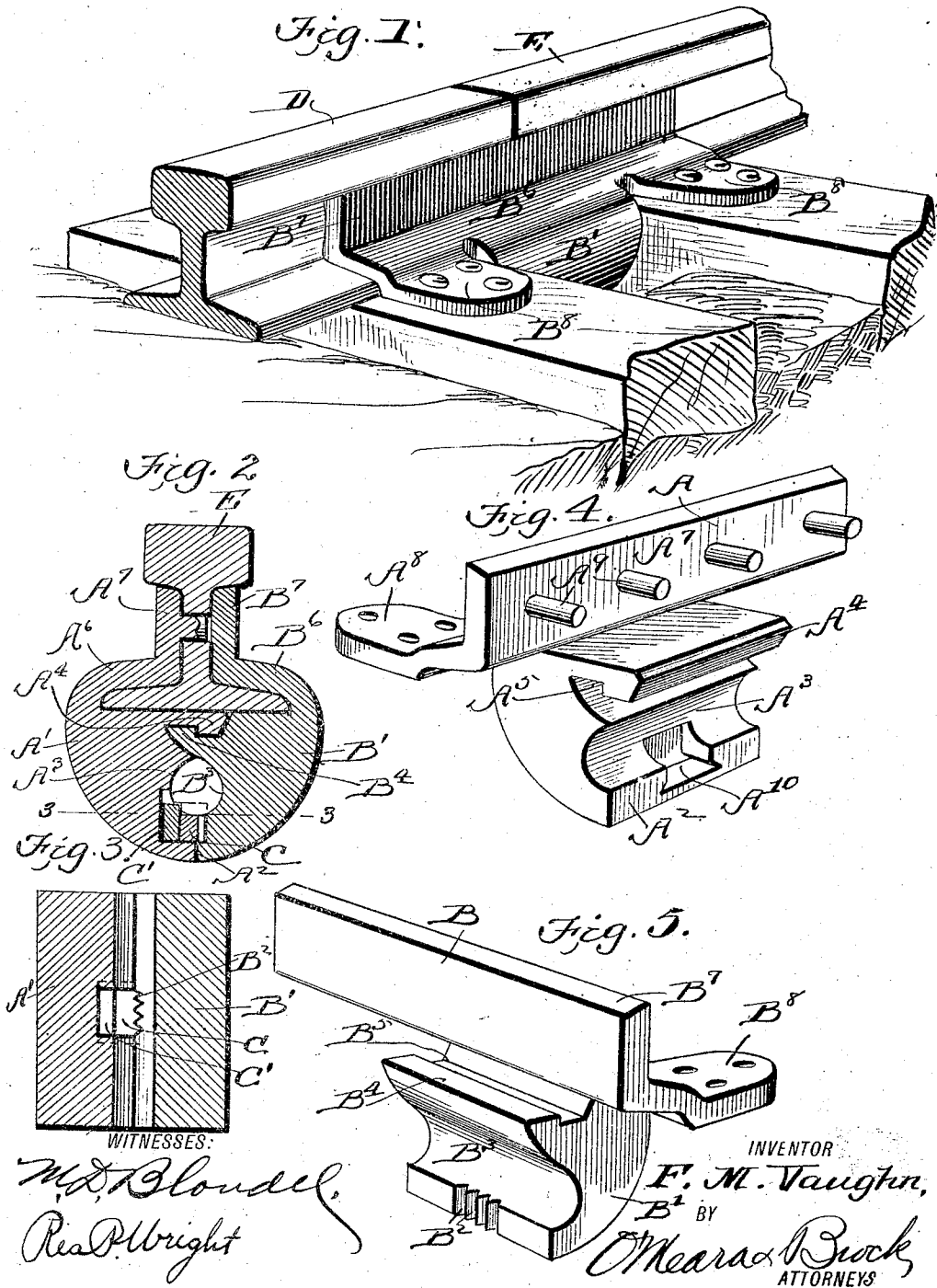


No. 833,494.

PATENTED OCT. 16, 1906.

F. M. VAUGHN.
RAIL JOINT.

APPLICATION FILED SEPT. 30, 1905.



UNITED STATES PATENT OFFICE.

FRANK M. VAUGHN, OF CURTIN, WEST VIRGINIA.

RAIL-JOINT.

No. 833,494.

Specification of Letters Patent.

Patented Oct. 16, 1906.

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To all whom it may concern:

Be it known that I, FRANK M. VAUGHN, a citizen of the United States, residing at Curtin, in the county of Nicholas and State of West Virginia, have invented a new and useful Rail-Joint, of which the following is a specification.

My invention relates to certain new and useful improvements in rail-joints, and has for its object to provide a joint which is very simple and cheap in construction and one that will firmly hold the meeting ends of the rails by interlocking embracing members.

Another object of my invention is to provide a locking-key adapted to firmly lock the interlocking members together, so that all danger of the members coming apart is prevented.

With these objects in view the invention consists of the novel features of construction, combination, and arrangement of parts hereinafter fully described, and pointed out in the claims and shown in the accompanying drawings, in which—

Figure 1 is a perspective view of my improved joint in place. Fig. 2 is a transverse section through the joint. Fig. 3 is a section taken on the line 3 3 of Fig. 2. Fig. 4 is a perspective view of one of the members. Fig. 5 is a perspective view of the other member.

Referring to the drawings, A and B indicate the two members forming my improved rail-joint. The member A consists of the base portion A', having a straight edge A² and a curved portion A³, and is provided with an outwardly and downwardly extending tongue A⁴, formed by the groove A⁵. The top of the tongue portion is formed with a flat surface upon which the rail is adapted to rest.

Extending inwardly from the top of the base is a portion A⁶, adapted to fit over the flange of the meeting ends of the rails D and E and having an upwardly-extending portion A⁷ of a greater length than the base of the joint and provided with outwardly-extending perforated portions A⁸ adjacent its ends, adapted to be secured on the ties and support the joint between the same. The portion A⁷ is provided with pins A⁹, adapted to fit in the openings in the rails D and E and securely hold the rails in place. In the edge and curved portion of the base a recess A¹⁰ is formed, in which is secured a serrated key

C and block C' for the purpose hereinafter described.

The member B consists of the base portion B', having a serrated edge B², adapted to be engaged by the key C, and a curved portion B³, and is provided with an upwardly and outwardly projecting tongue B⁴, formed by the groove B⁵, and having a flat surface formed on the base to the rear of the tongue, on which the flange of the rail is adapted to rest. The base B' is also provided with an inwardly-projecting portion B⁶, adapted to fit over the flange of the rail, and provided with an upwardly-extending portion B⁷ of a greater length than the base, having outwardly-extending perforated portions B⁸, adapted to be secured on the ties and support the joint between the same.

In assembling the joint the member A is placed on the meeting ends of the rails and the pins shoved through the openings in the rails. The member B is then shoved in from one end and the tongues interlock each other and securely draw the portions around the rails and are locked by the key, which is inserted through the space formed by the curves A³ B³ into the recess in A, which engages the serrated edge of the member B and is held firmly up against the edge by the block C'. The outwardly-extending perforated portions are then securely spiked to the ties, and the joint is then ready for use.

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

1. In a rail-joint, the combination with a pair of joint members interlocked together, of outwardly-projecting spaced supporting members formed on said members, one of the joint members being provided with a recess and the other with a serrated edge and a locking-key arranged in said recess adapted to engage said serrated edge, for the purpose described.

2. In a rail-joint, the combination with the meeting ends of the rails, of oppositely-arranged interlocking joint members, one of the members being provided with pins adapted to fit in the openings in the rails, a recess formed in said member, the other member being provided with a serrated edge, and a key adapted to fit in the recess and engage the serrated edge, for the purpose described.

3. In a rail-joint, the combination with the

meeting ends of the rails, of oppositely-arranged interlocking members, provided with vertical sides adapted to engage the head and web of the rails, on the side, being provided
5 with outwardly-extending pins adapted to fit in openings in the rails, a base adapted to engage the lower and upper portion of the flange of the rail, interlocking tongues carried by the members and a locking-key carried
10 by one of the members, for the purpose described.

4. A rail-joint consisting of two members having interlocking base portions, a flat surface formed by the locking members upon
15 which the rails are adapted to rest, inwardly-projecting members adapted to engage the flange of the rails, upwardly-extending por-

tions adapted to embrace the head and web of the rails and provided with outwardly-extending parts adapted to rest on the ties
20 and support the base, and a locking-key carried by one of the members adapted to engage the other, for the purpose described.

5. In a rail-joint, the combination with a pair of joint members provided with outwardly-extending spaced supporting members, of outwardly-extending tongues carried
25 by said members adapted to be interlocked together and means for locking said members together for the purpose described.

FRANK M. VAUGHN.

Witnesses:

EDW. M. GREENE,
KARL STEINBECK.