

J. CORSON.
Railroad-Rail Joint-Fastening.

No. 166,750.

Patented Aug. 17, 1875.

Fig. 1.

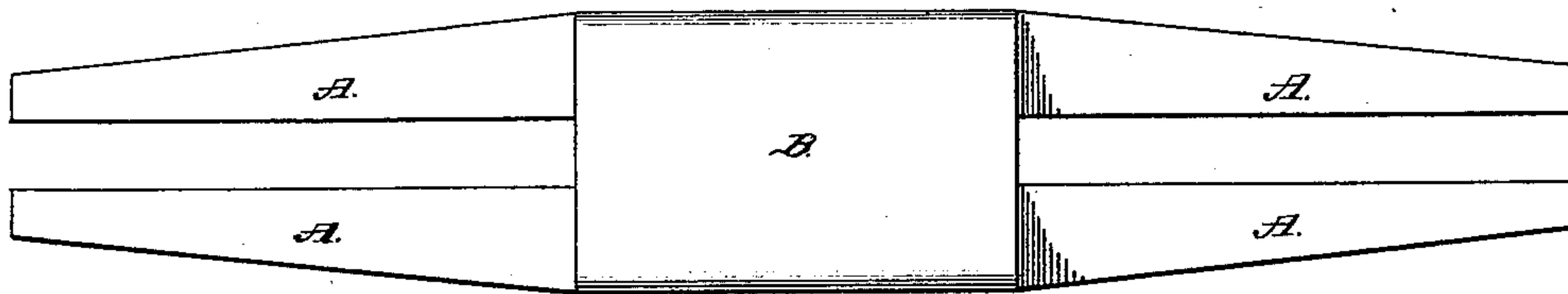


Fig. 2.

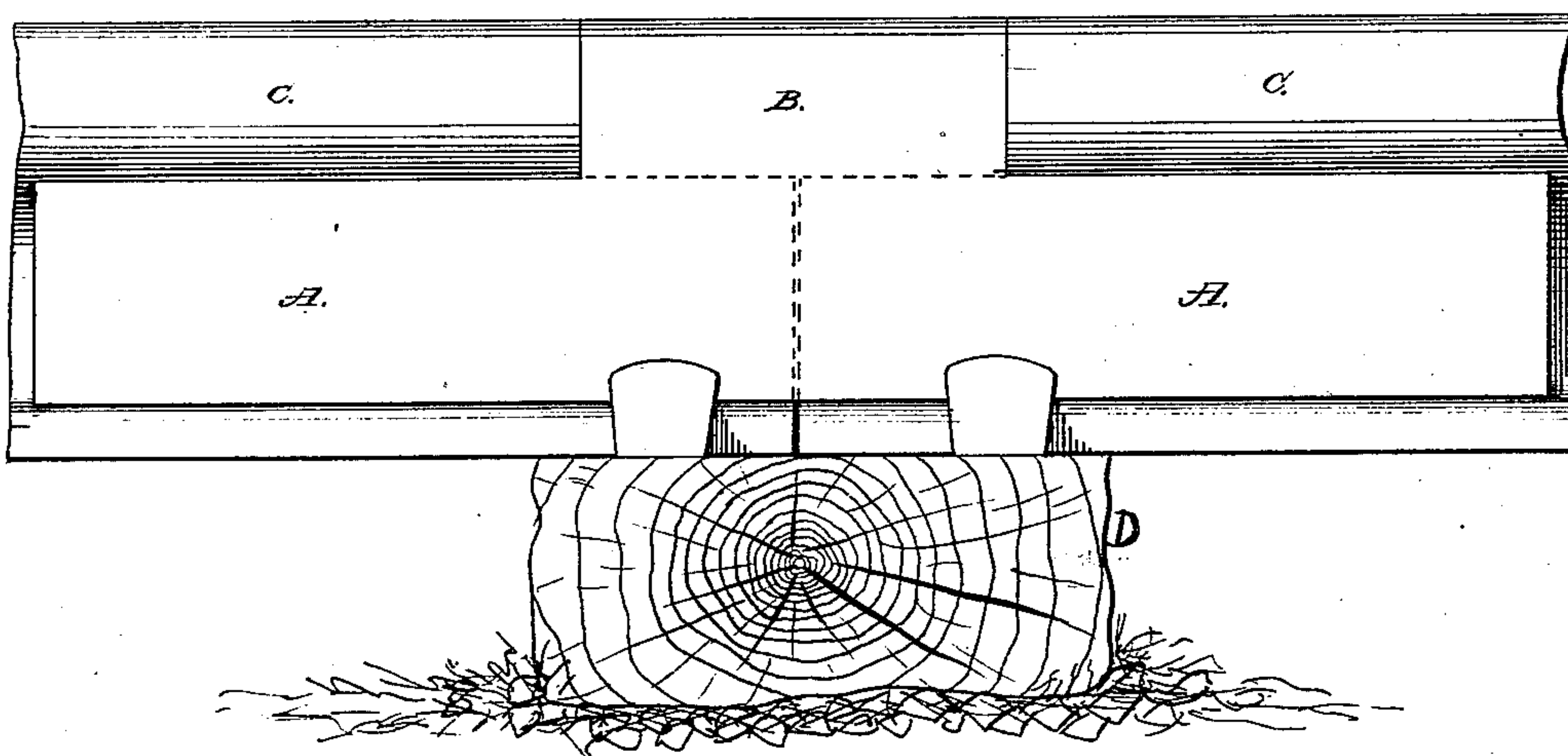
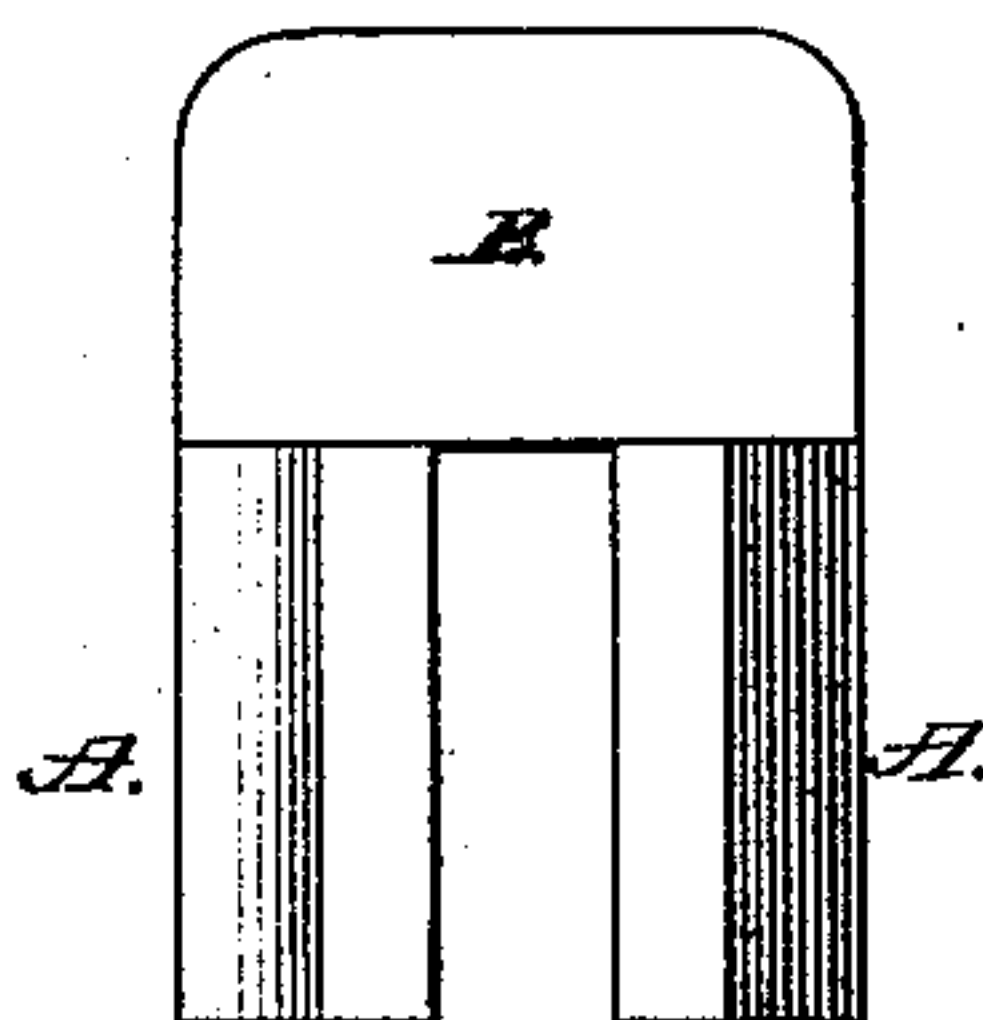


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

JOHN CORSON, OF WASHINGTON, DISTRICT OF COLUMBIA.

IMPROVEMENT IN RAILROAD-RAIL-JOINT FASTENINGS.

Specification forming part of Letters Patent No. **166,750**, dated August 17, 1875; application filed June 30, 1875.

To all whom it may concern:

Be it known that I, JOHN CORSON, of Washington, District of Columbia, have invented a Rail-Joint Fastener for Railroad-Rails, of which the following is a specification:

In the accompanying drawings, Figure 1 is a top view of my rail-joint fastener detached from the rails. Fig. 2 is a side view of the device in place on the rails. Fig. 3 is an end view of the same.

My invention consists of a saddle-piece provided with a short crown, and having a fork at either end, in combination with two abutting rails, having a short piece of the crown cut away from each, and also having shoulders for said fork to fit between the crown and flange of the rail, as will be more fully explained.

My rail-joint fastener is made with the fork A, Fig. 1, and a short crown, B. The branches of the fork stride and closely embrace the webs of the rails, and these branches A rest on the foot of the rail, and also fit closely up under the crown of the rail, thus giving a double lock-joint, which prevents both lateral and vertical motion, and makes practically a continuous rail.

My construction of joint does not require any bolts or fitting up by machine-work, and yet the joint is very stiff and secure, on ac-

count of the double embrace or grasp of the fastener upon the rails. In other words, the fork A firmly grasps the web of the rail, and in like manner the fork itself is grasped between the foot and the crown of the rail, thus making a practically continuous rail.

In the above arrangement or construction the ends of the rail abut together and meet upon a tie, so as to give the full strength of the flanges and standards of the rails; and the crown B of the saddle-piece is so very short that the crown C of the rails laps over upon the tie D, as seen in Fig. 2, making the lock solid below the crown B down to the foot of the rail.

I claim—

The rail-joint fastener consisting of a saddle-piece having crown portion B and forked portions A A, which firmly embrace the webs of the rails, and support the shouldered heads thereof while resting upon the flanges, in combination with the rails C C, cut away as to their heads to admit the crown-piece B, and having abutting webs and flanges, substantially as set forth.

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Witnesses:

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