

(No Model.)

J. W. HUDSON.
Railroad-Joint.

No. 227,530.

Patented May 11, 1880.

Fig. 1.

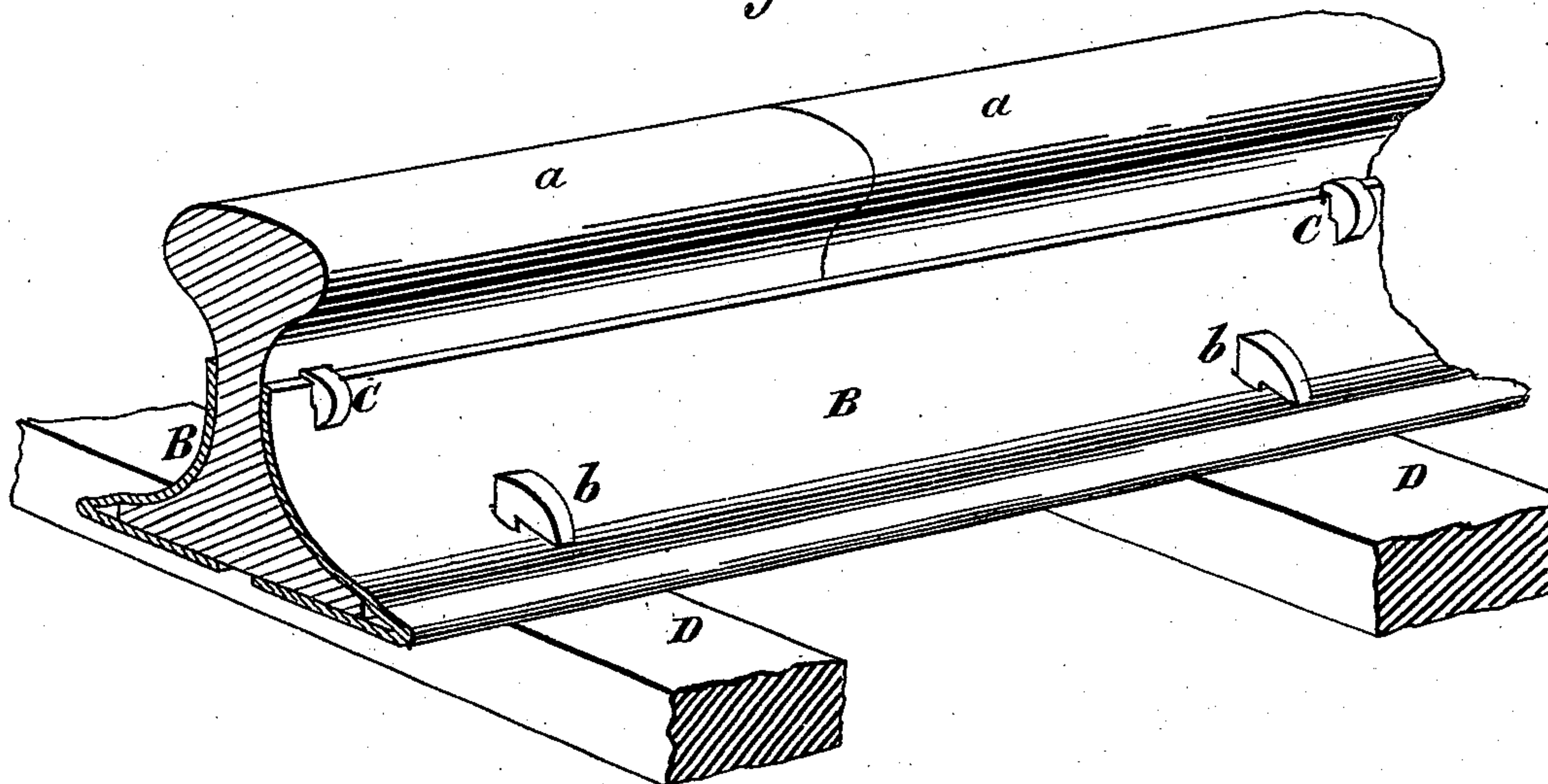
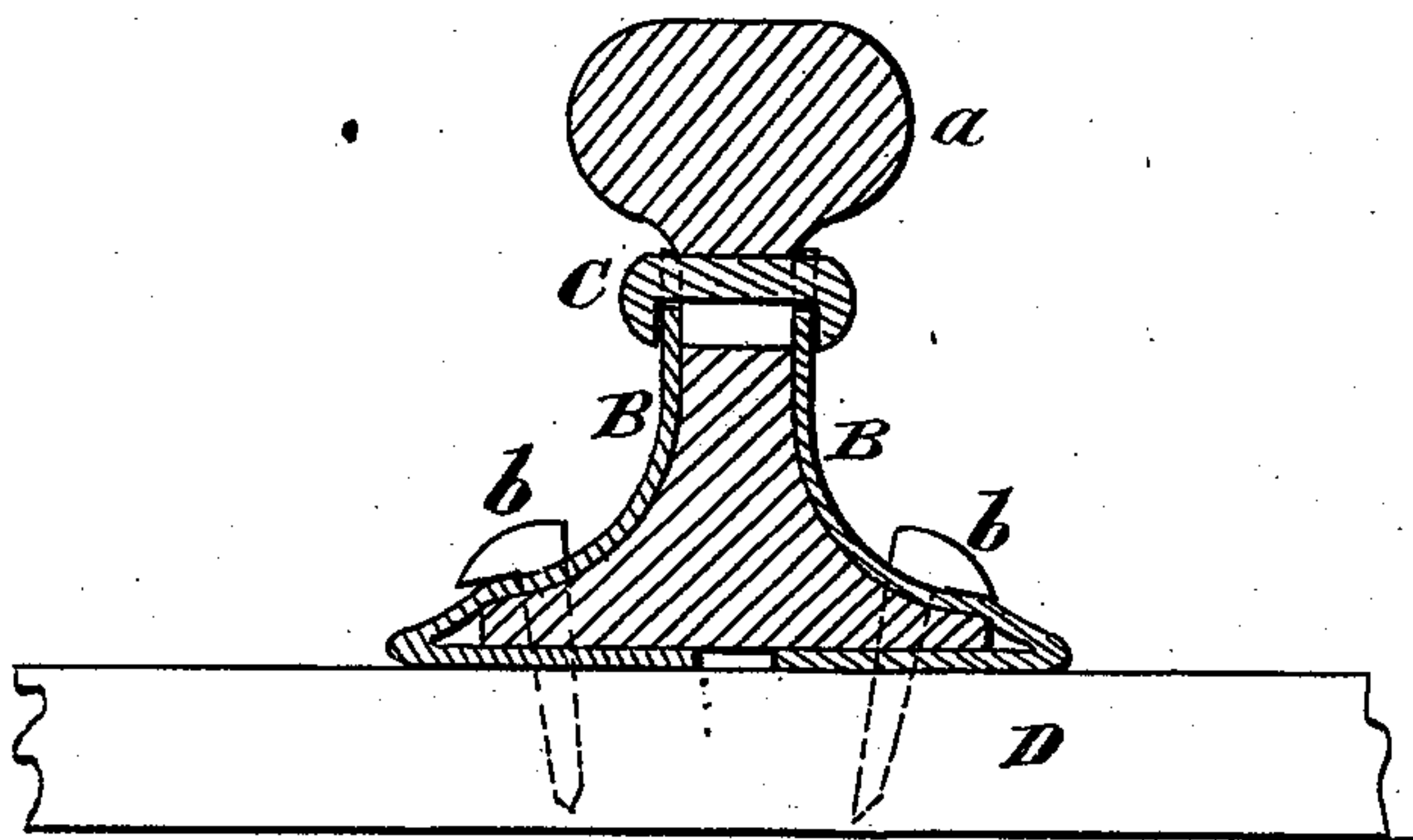


Fig. 2.



Witnesses:
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UNITED STATES PATENT OFFICE.

JOHN W. HUDSON, OF WELLINGTON, ILLINOIS.

RAILROAD-JOINT.

SPECIFICATION forming part of Letters Patent No. 227,530, dated May 11, 1880.

Application filed April 1, 1880. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. HUDSON, of Wellington, in the county of Iroquois and State of Illinois, have invented certain new and useful Improvements in Railway-Rail Joints; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

It is well known that the use of bolts and nuts in railway-rail joints is objectionable, in that the moving of trains of cars over the rails causes the unscrewing of the nuts. This objection is avoided more or less by the use of nut-locks.

The object of my invention is to render the use of bolts, nuts, and nut-locks unnecessary, and to provide a strong, cheap, and effective rail-joint; and to these ends it consists of the parts, substantially as hereinafter fully described, and particularly pointed out in the claims.

Figure 1 of the drawings is a perspective view of my invention, and Fig. 2 is a transverse section in the vertical plane passing through the clasp C.

Corresponding parts in the two figures are denoted by similar letters of reference.

In the annexed drawings, *a a* mark two adjoining railway-rails of the ordinary construction. Arranged one on each side of these rails are plates B, bent at a point about one-half their width, one arm of which passes under the base of the rails, and the other arm passes up and conforms to the side of the rails, as clearly shown in the drawings. Spikes *b* are then passed at an angle through the upper part of the plates, the rail, and the lower part of said plates, when they are driven into the

ties D, which firmly secures the parts together and avoids the necessity of using bolts and taps, and prevents endwise movement of the rails.

It will be observed from the drawings that the bend in the plates is distant from the edge of the base of the rails, which gives a broader and firmer base to said rails.

For further security, and to give additional strength to the parts, a clasp, C, is inserted in a transverse slot in the rails, and the upper edges of the plates are, respectively, passed under the bent ends of said clasp, whereby the plates are firmly held to the sides of the rail.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

1. In a railway-rail joint, the combination, with the rails *a* and ties D, of the bent plates B, one part passing under the base and the other up the side of said rail, and the spikes *b*, passing through the plate and rail and driven into the tie, substantially as shown and described.

2. In a railway-rail joint, the combination, with the plates B, arranged one on each side of the rail, and the slotted rail, of the clasp C, having bent ends, substantially as shown and described.

3. A railway-rail joint composed of the rails *a*, bent plates B, spikes *b*, and clasp C, having bent ends, and tie D, all arranged and constructed substantially as shown and described.

In testimony that I claim the foregoing I have hereunto set my hand this 25th day of March, 1880.

JOHN W. HUDSON.

Witnesses:

ALEXANDER PATE,
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