

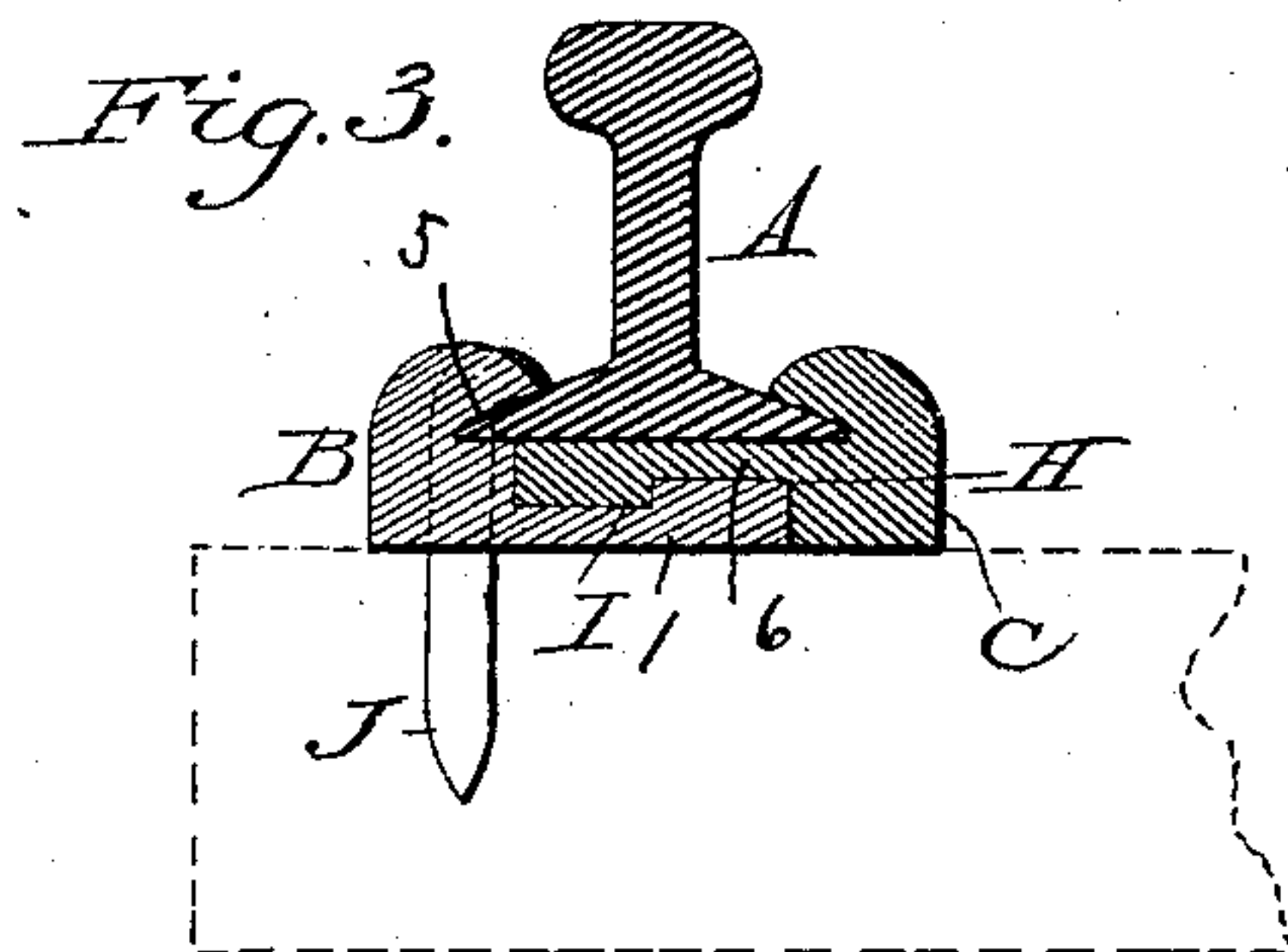
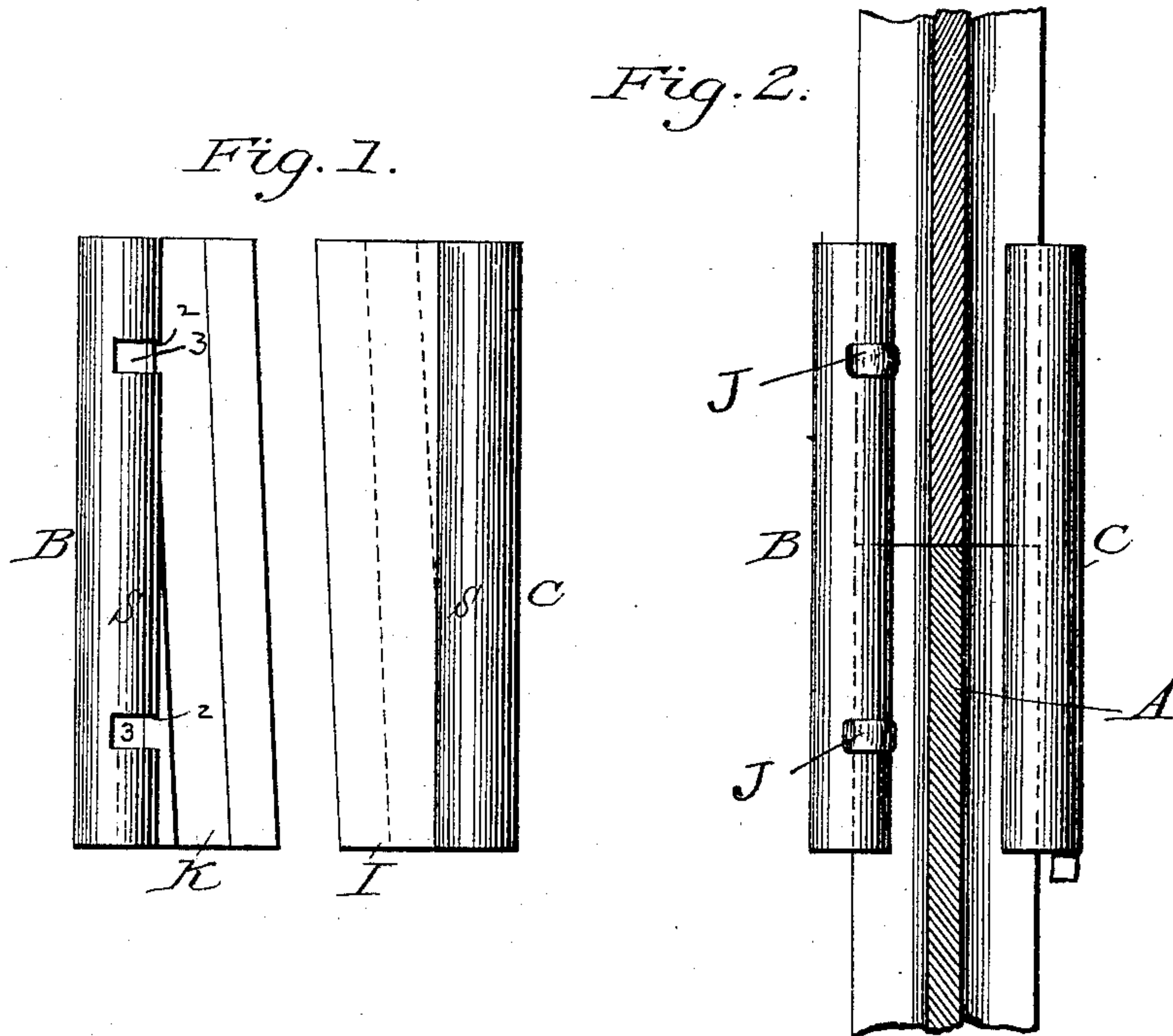
(No Model.)

J. D. GREEN.

RAIL JOINT.

No. 360,681.

Patented Apr. 5, 1887.



Witnesses.

Geo. L. Hays

Jno R Vance

Inventor.

Joseph Delos Green.

# UNITED STATES PATENT OFFICE.

JOSEPH DELOS GREEN, OF MARSHALL, MISSOURI.

## RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 360,681, dated April 5, 1887.

Application filed April 3, 1886. Serial No. 197,734. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH DELOS GREEN, of Marshall, in the county of Saline and State of Missouri, have invented a new and useful  
5 Improvement in Rail-Joints, of which the following is a specification.

My invention is an improved rail-joint; and it consists in certain features of construction and novel combinations of parts, as will be described.  
10

In the drawings, Figure 1 is a plan view of my joint-sections detached. Fig. 2 is a plan view of same connected, a rail being shown therein and partly broken away. Fig. 3 is a  
15 cross-section of the joint.

The sections B and C are formed, the one with a groove, K, and the other with a rib, I, fitted thereto. The groove K is extended diagonally to the length of section B, and in the upper  
20 side of the base portion 1 of such section, as shown in Figs. 1 and 3. At its outer edge this section has a jaw, S, which is adapted to fit up over the edge of the base of the rail in the use of the device. This jaw S has in its free edge  
25 notches 2, and below such notches openings 3 are formed through the base 1 for the pins or spikes J. These pins or spikes form projections in the section B, to be engaged by notches 5 in the edge of the rail to lock section B from  
30 longitudinal movement on the rail in the use of the device, and the said spikes also operate, when used as shown, to secure the section B to the track-bed.

The section C has a base, 6, provided with a depending rib, I, which rib is fitted to groove 35 K, and is arranged, like said rib, diagonally to the length of the section. In the outer edge of section C, I provide a jaw, S, for engagement over the base of a rail. Now, it will be seen that when the sections B and C are moved 40 together in the direction of their lengths, their jaws S will be drawn toward each other and will clamp firmly on the base of the rails, uniting two meeting rails, as shown in Fig. 2. It will be noticed that the spikes J, in connection with 45 notches 2, hold the section B to place while the section C is being driven up to clamp the rail. When the said section C has been driven into clamped position, it may be secured by a pin or spike driven behind it, as shown in 50 Fig. 2.

What I claim is—

The combination of the meeting rails having notches 5 near their ends, the section B, having a diagonal groove, K, and opening 3, and 55 provided with a jaw, S, having notches 2, the spikes J J, and the section C, having a diagonal rib, I, fitted to enter the groove K of the section B, all substantially as described, and for the purpose specified. 60

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

JOSEPH DELOS GREEN.

Attest:

J. A. MONTGOMERY,  
W. R. GIST.