

(No Model.)

J. W. JOHNSON.  
RAIL JOINT.

No. 558,495.

Patented Apr. 21, 1896.

Fig. 1. A

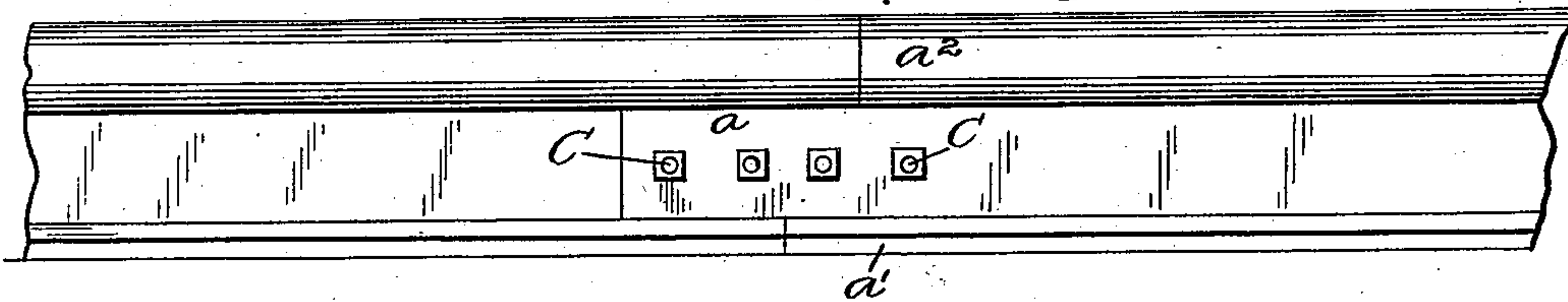


Fig. 2. A

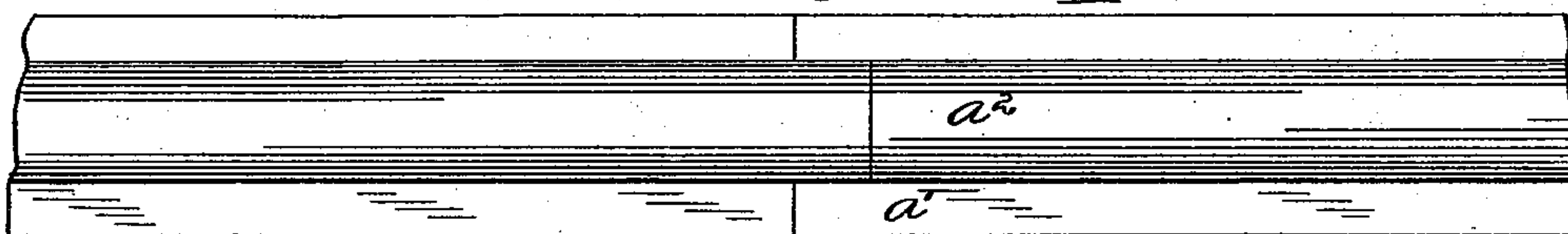


Fig. 3. A

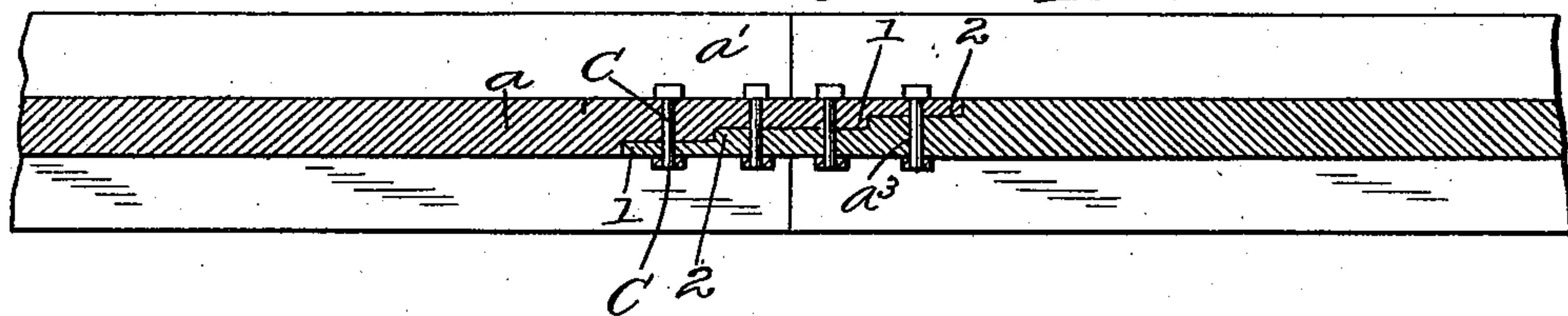
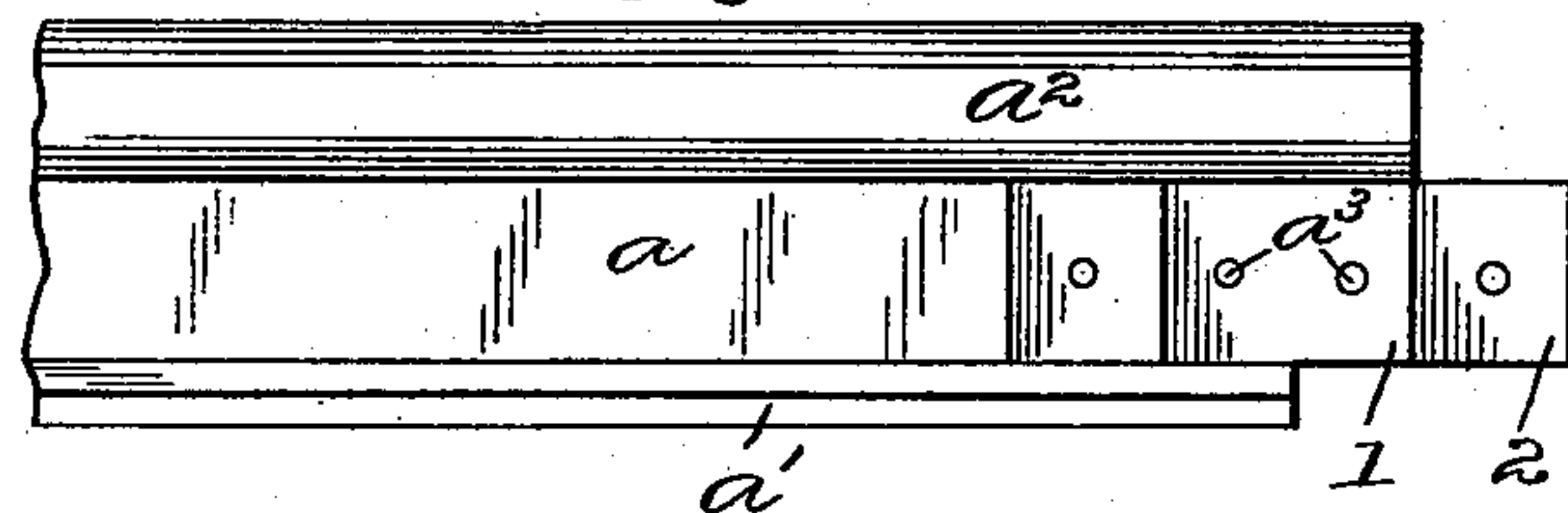


Fig. 4. A



Witnesses  
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# UNITED STATES PATENT OFFICE.

JOHN WECKTOR JOHNSON, OF WAGAR, ALABAMA.

## RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 558,495, dated April 21, 1896.

Application filed December 10, 1895. Serial No. 571,619. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN WECKTOR JOHNSON, a citizen of the United States, residing at Wagar, in the county of Washington and State of Alabama, have invented certain new and useful Improvements in 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.

This invention is an improved rail-joint, the object being to provide a splice-joint which will make the rail last longer and make travel of trains thereover much easier.

With these objects in view my invention consists in the details of construction and novelties of combination, all of which will be first explained, and then pointed out in the claim.

In the drawings, Figure 1 is a view of two rails spliced by my improved joint. Fig. 2 is a top plan view. Fig. 3 is a horizontal longitudinal section, and Fig. 4 a detail view.

Referring to the drawings, A indicates the rail, and C the bolts connecting the same. The rails are constructed in a peculiar manner, and it will be noticed that the web  $a$  pro-

jects beyond both the base  $a'$  and tread  $a^2$ , and the tread projects beyond the base. The tread and web are stepped or shouldered at 1 and 2, so that when the rails are brought end to end the shoulders 1 and 2 will contact with each other, the ends of tread will contact, and also the ends of the bases. Elongated bolt-holes  $a^3$  are produced in the web, one for each section, between the ends and shoulders, and through which the securing-bolts are passed.

When the rails are united an unbroken surface is presented, thus rendering travel over said joint noiseless and easy.

Having thus described the invention, what I claim as new is—

In a rail-joint, the rails having steps or shoulders 1 and 2, the tread of each rail projecting farther than the base, and the web projected beyond the tread, said web and tread being stepped or shouldered, substantially as shown and described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

JOHN WECKTOR JOHNSON.

Witnesses:

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