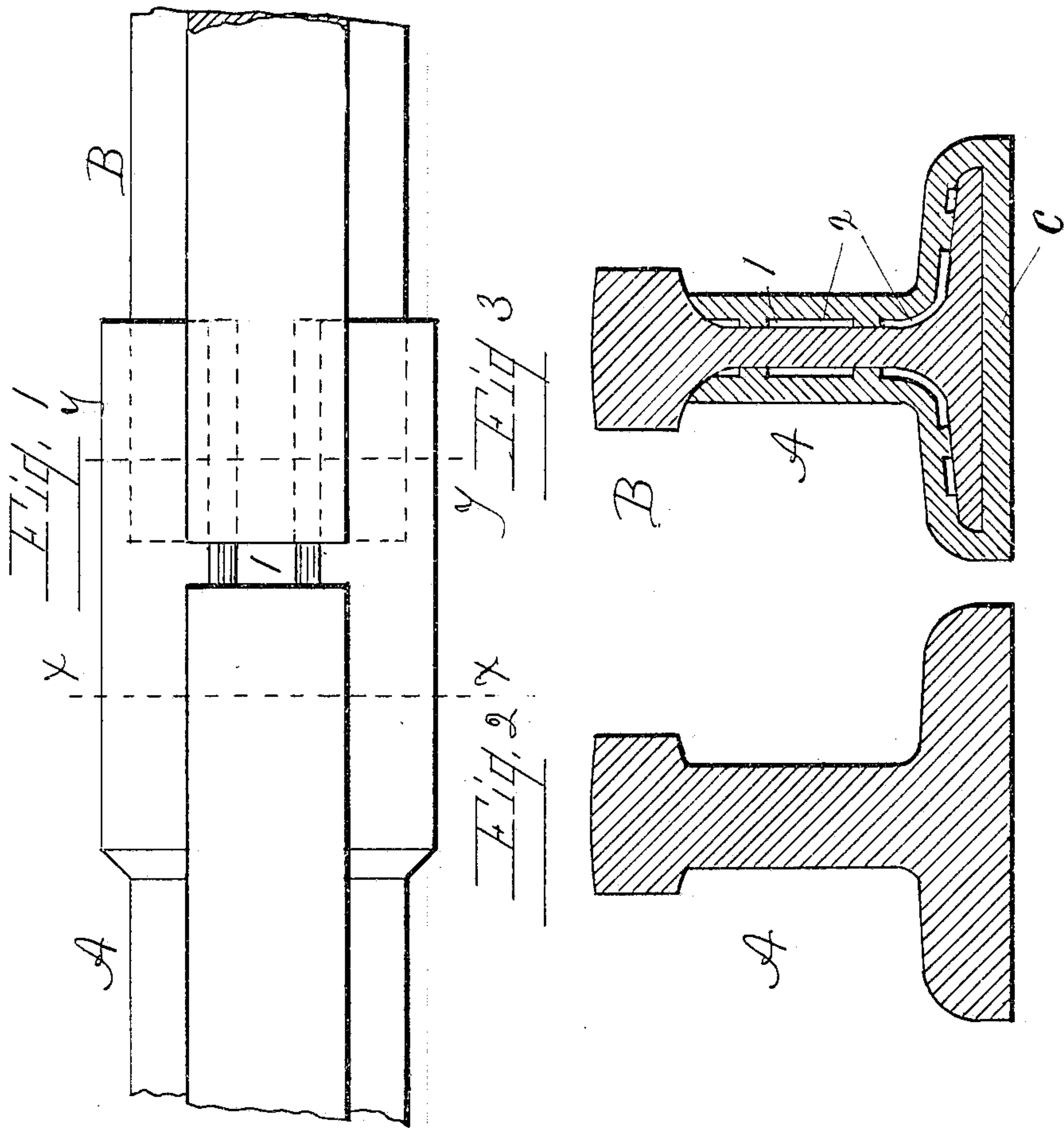


No. 793,346.

PATENTED JUNE 27, 1905.

F. P. BROWN.  
RAILWAY JOINT.  
APPLICATION FILED APR. 13, 1905.



WITNESSES:

E. G. Pickering  
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## UNITED STATES PATENT OFFICE.

FRANKLIN P. BROWN, OF DAYTON, OHIO.

## RAILWAY-JOINT.

SPECIFICATION forming part of Letters Patent No. 793,346, dated June 27, 1905.

Application filed April 13, 1905. Serial No. 255,281.

*To all whom it may concern:*

Be it known that I, FRANKLIN P. BROWN, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Railway-Joints; and I do hereby declare that the following is a full, clear, and exact description of the invention, which 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 the characters of reference marked thereon, which form a part of this specification.

My invention relates to improvements in railway-joints, the features of which will be fully hereinafter described and claimed.

The object of my invention is to form a joint in which one part of the joining member will be an integral part of one rail and the extension thereof adapted to receive the end of the abutting rail, thereby dispensing with plates and bolts that form the usual joint.

The object is accomplished by the construction illustrated in the accompanying drawings, in which—

Figure 1 is a plan of the joint with the rails slightly apart. Fig. 2 is a transverse section of the same on line *x*, Fig. 1. Fig. 3 is a transverse section of the same on line *y*, Fig. 1.

Like characters designate like parts in the several views.

The plate C, of metal, is formed long enough to embrace the end of the rail A, with the exception of the tread. It is formed as shown in cross-section in Fig. 3. It is then heated 35 and rolled until it forms a solid part of said rail, said solid part being about one-half the length of said plate, and the hollow extension thereof is adapted to receive the end of the connecting-rail B. The space 1 for receiving 40 the end of the rail may have a series of recesses, as shown at 2, Fig. 3. In repairing it would be necessary in replacing a rail to cut away the inner web of the extension, then bolt on the joining-rail. 45

Having fully described my invention, what I claim is—

A railway-joint comprising a wrought-plate conforming to the form of a T-rail, one end of said plate being solidly welded to the end 50 of a rail, and having an extension of the identical form to engage an abutting rail, substantially as shown and described.

In testimony that I claim the foregoing as my own I affix my signature in presence of two 55 witnesses.

FRANKLIN P. BROWN.

Witnesses:

B. PICKERING,  
J. D. BRUNNER.