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J. S. BRYAN & E. E. BUSH.

RAIL JOINT.

APPLICATION FILED JUNE 3, 1905.

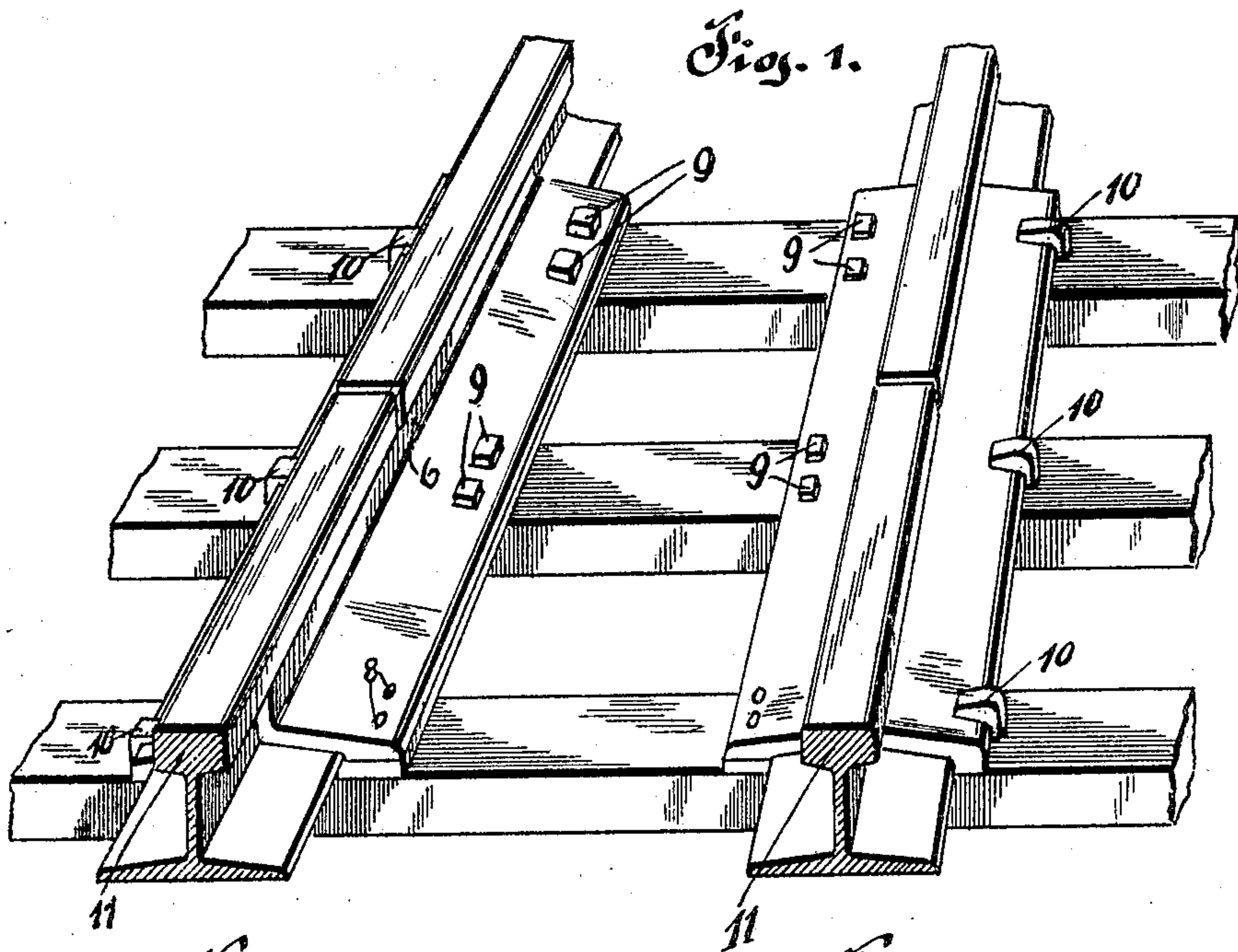


Fig. 2.

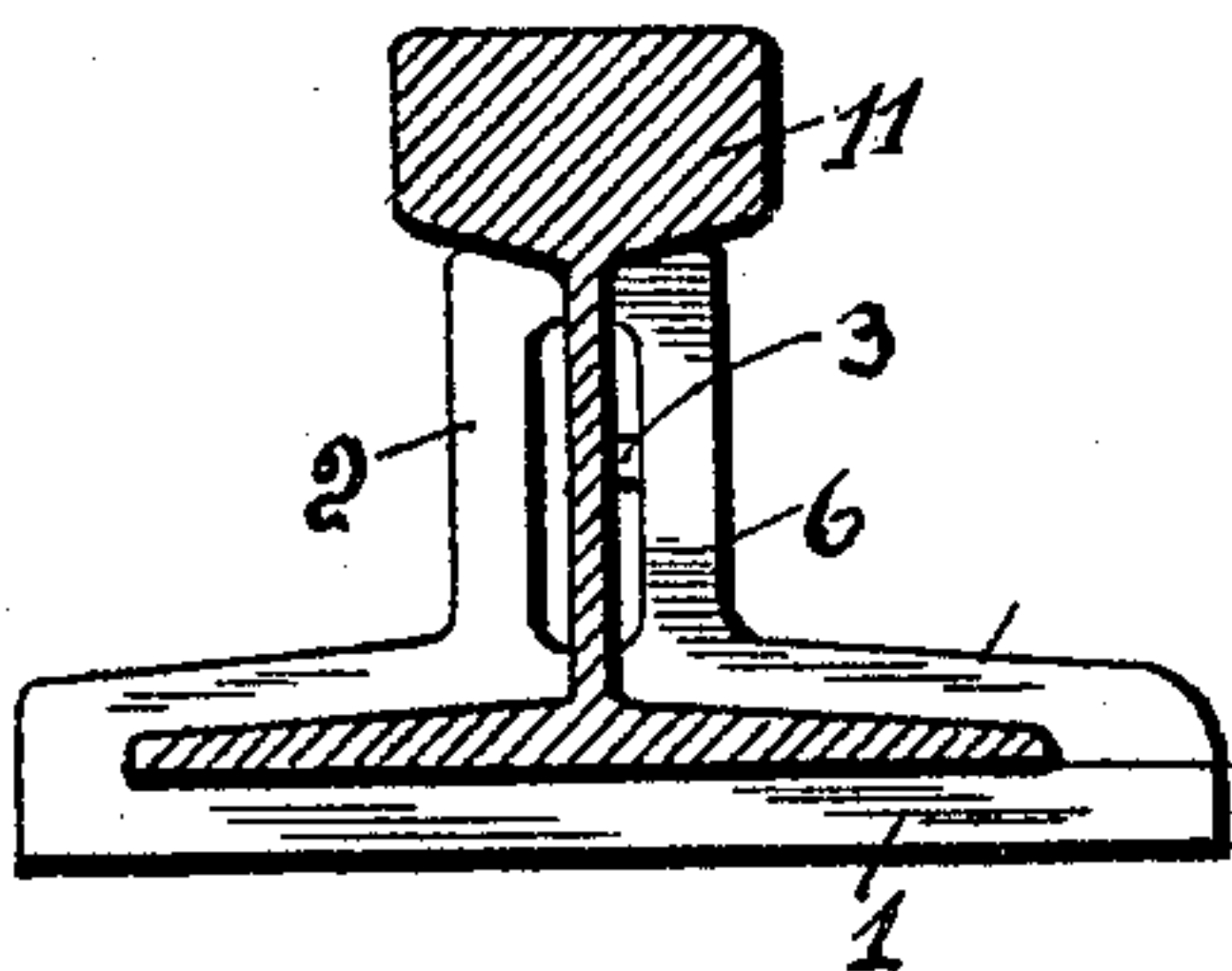


Fig. 3.

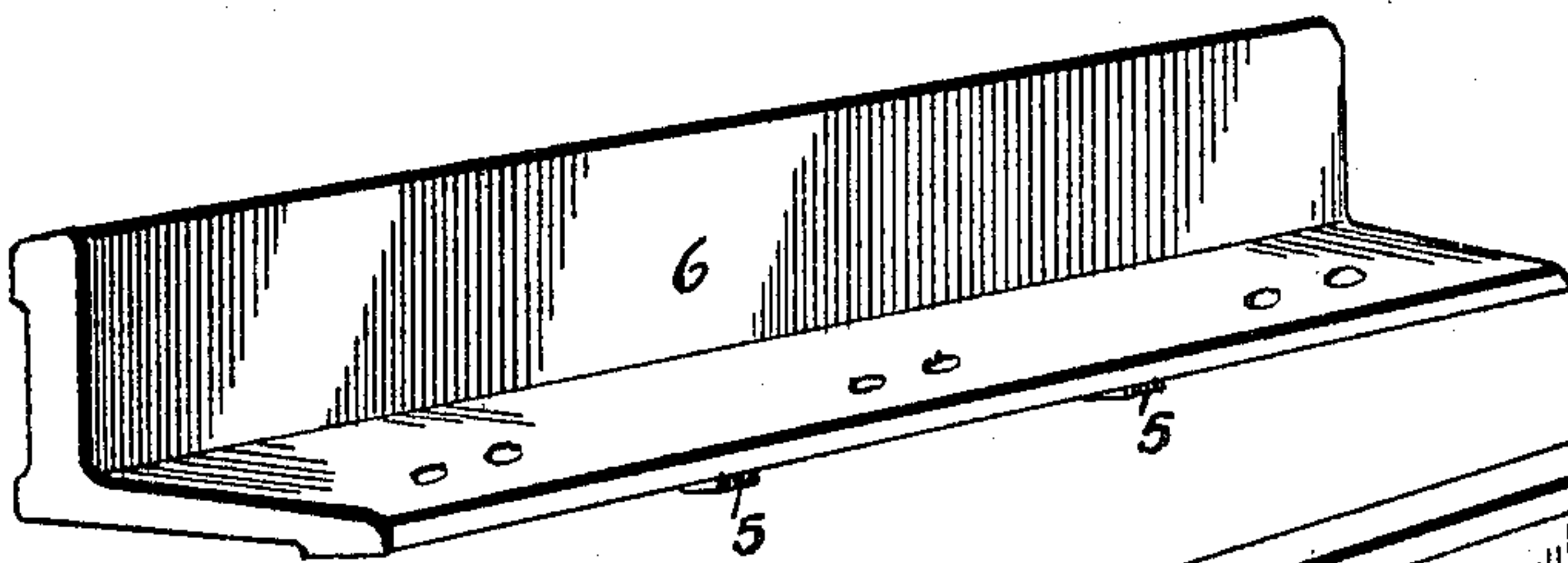
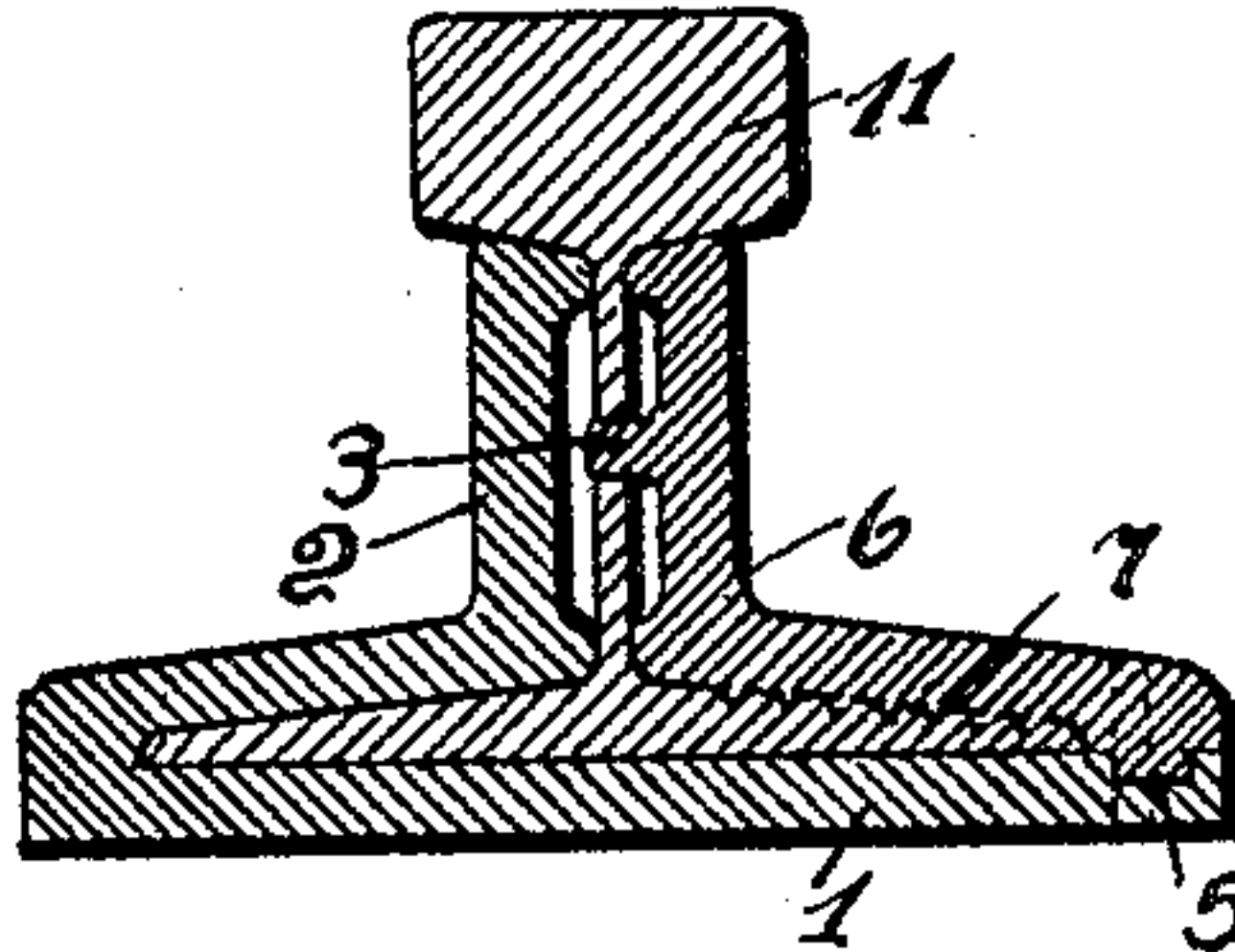


Fig. 4.

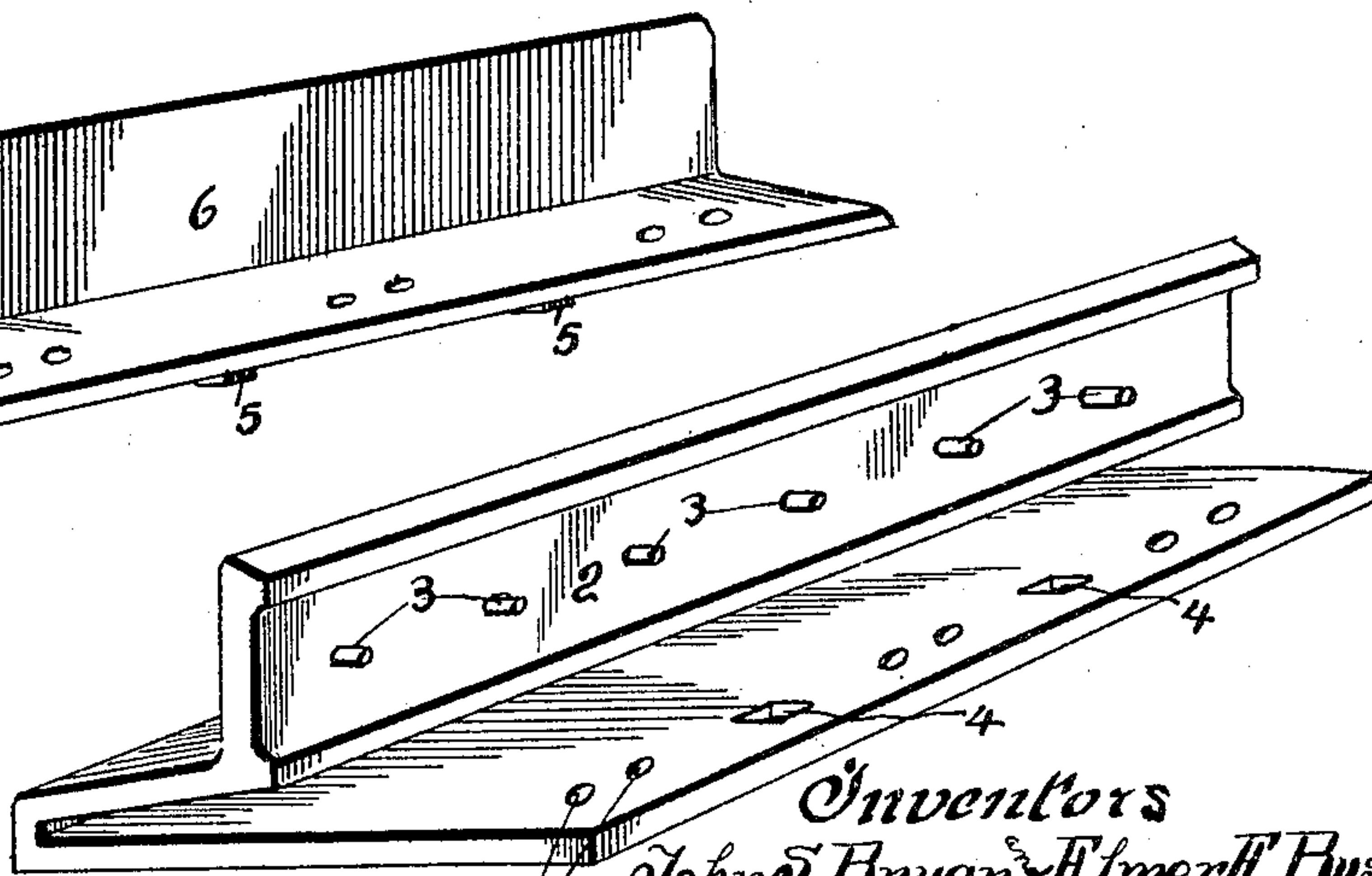


Fig. 5.

Witnesses:
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UNITED STATES PATENT OFFICE.

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RAIL-JOINT.

No. 797,885.

Specification of Letters Patent.

Patented Aug. 22, 1905.

Application filed June 3, 1905. Serial No. 263,536.

To all whom it may concern:

Be it known that we, JOHN S. BRYAN and ELMER E. BUSH, citizens of the United States of America, residing at Freeport, in the county of Armstrong and State of Pennsylvania, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain new and useful improvements in rail-joints, and has for its main object to provide a rail-joint in which the use of the ordinary nuts and bolts are dispensed with.

Briefly described, the invention comprises a base-plate which has an integral fish-plate, and we also employ a separate fish-plate which carries integral pins that take into the apertures provided therefor in the rail-web, the said separate fish-plate being preferably provided with gripping means to engage the base of the rail-flange.

In the accompanying drawings, Figure 1 is a perspective view of a portion of a track, showing our improved rail-joint in position. Fig. 2 is a cross-sectional view of a rail, showing an end view of the joint. Fig. 3 is a transverse sectional view of a rail and the joint. Fig. 4 is a detached detail perspective view of the separate or independent fish-plate, and Fig. 5 is a like view of the integral fish-plate and base-plate.

1 indicates a base-plate, preferably made of a length to span two or more cross-ties. Formed integral with this plate is a fish-plate 2, which carries integral pins 3 on its inner face that take into the apertures provided therefor in the rail-webs. The base-plate 1 is preferably provided with two or more seats 4, which receive lugs 5, formed on the underneath

face of the independent fish-plate 6. We may, as shown in Figs. 2 and 3, provide the pins 3 on the separate fish-plate, or we may provide the same on the fish-plate 2, as shown in Fig. 5. We also prefer to provide the underneath face of the fish-plate 6 with teeth or ribs 7, which bite or take into the base of the rail-flange, as shown in Fig. 3. We provide the base-plate 1 with spike-openings 8, also providing like openings in the base-flange of the fish-plate 6 to receive the spikes 9. Spikes 10 engage with the base-flange of the fish-plate 2 to secure the joint to the cross-ties. The rails 11 are set into position, as shown in Figs. 2 and 3, on the base-plate 1, and the fish-plate 6 is then inserted into position, the spikes 9 and 10 are driven into the cross-ties, and the joint is complete.

In the practice of the invention it will be evident that various slight changes may be made in the details of construction without departing from the general spirit of our invention.

Having fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

In a rail-joint, a base-plate having an integral fish-plate, a separate fish-plate having lugs to seat in recesses provided therefor in the base-plate, and having gripping means engaging the base-flange of a rail, and pins carried by one of said fish-plates to take into apertures provided therefor in the web of said rail.

In testimony whereof we affix our signatures in the presence of two witnesses.

JOHN S. BRYAN.
ELMER E. BUSH.

Witnesses:

E. E. POTTER,
H. C. EVERT.