

No. 811,369.

PATENTED JAN. 30, 1906.

C. C. BROWN.  
RAIL JOINT.

APPLICATION FILED AUG. 22, 1905.

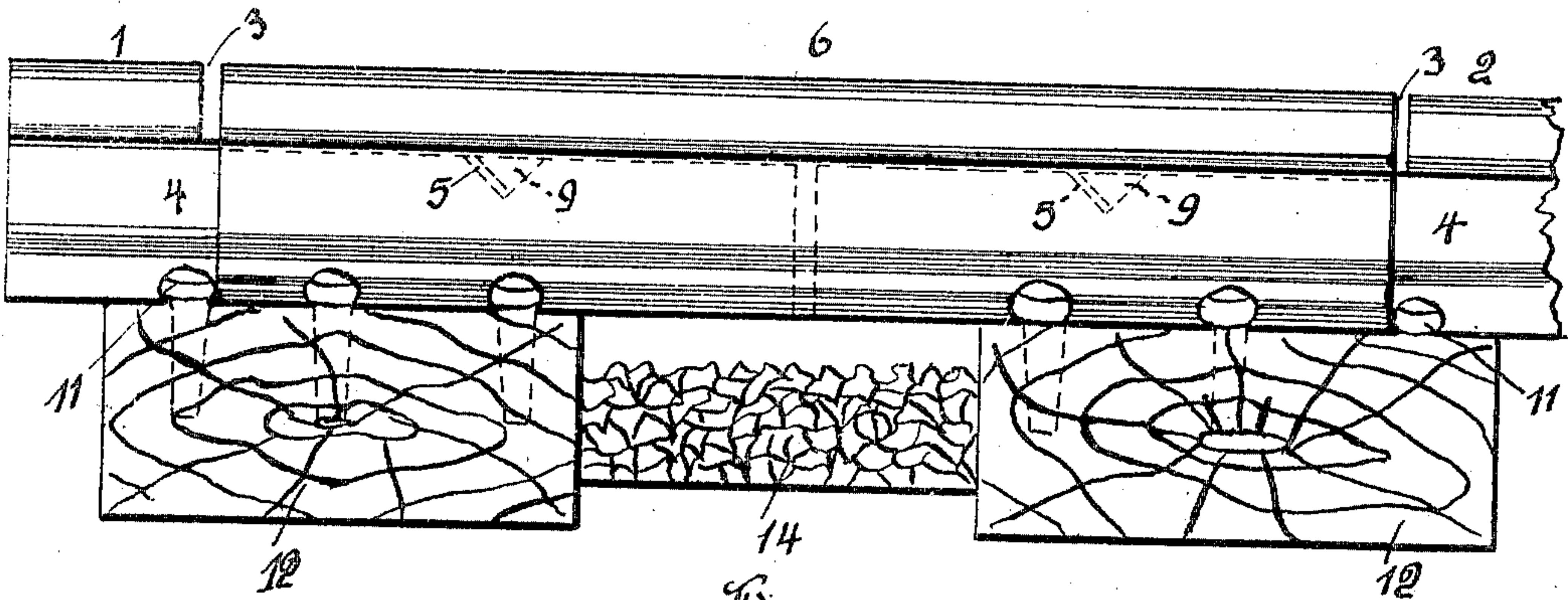


Fig. 1.

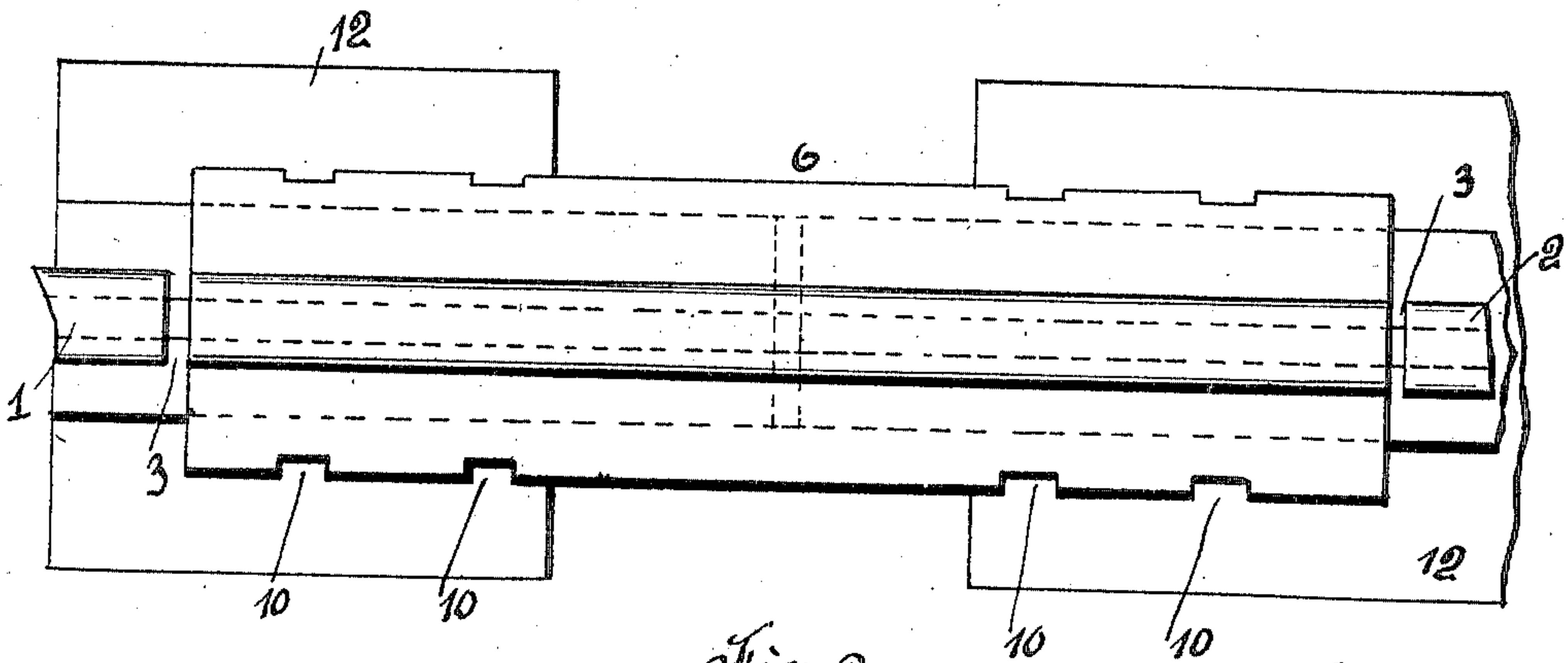


Fig. 2.

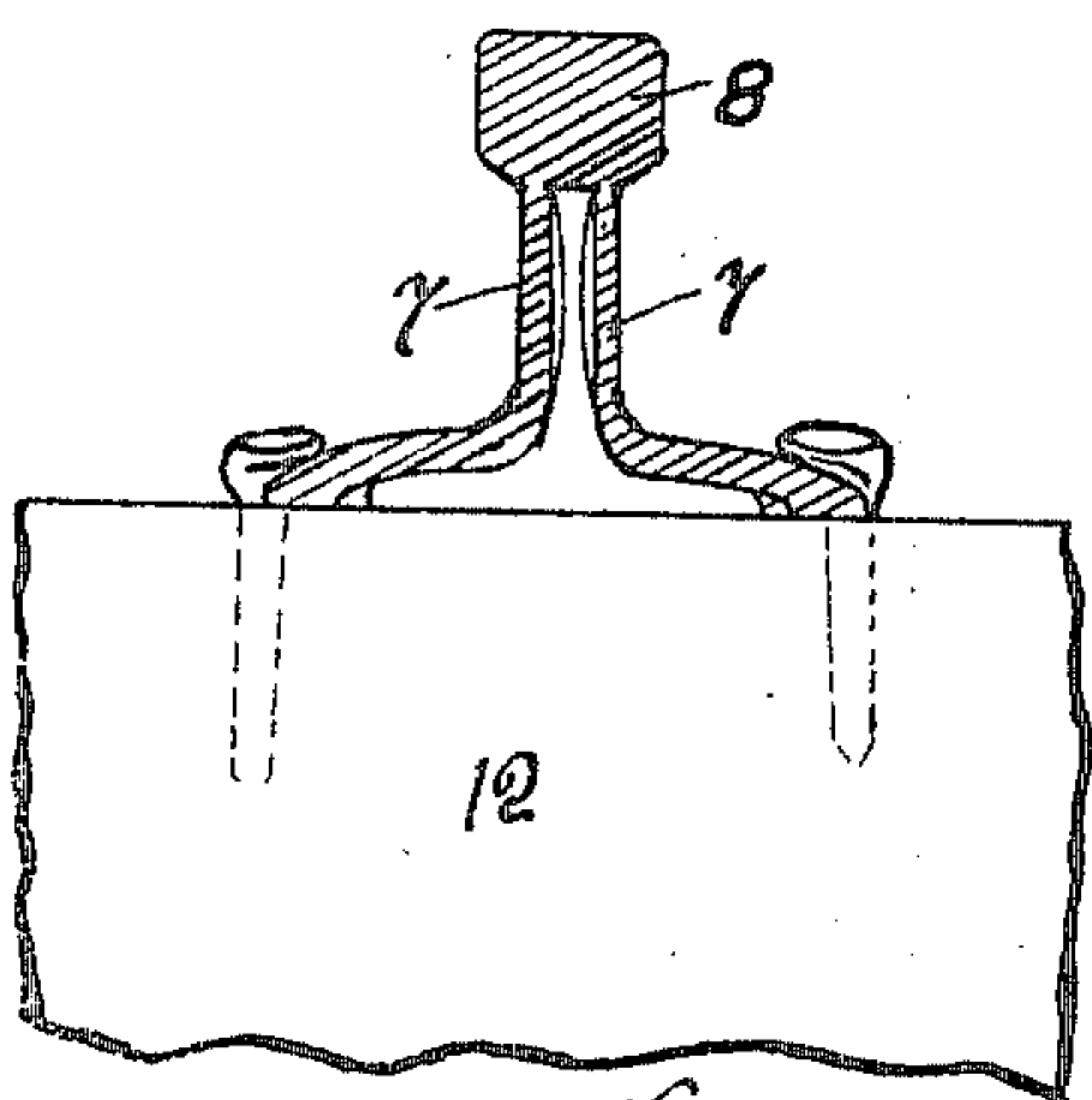


Fig. 3.

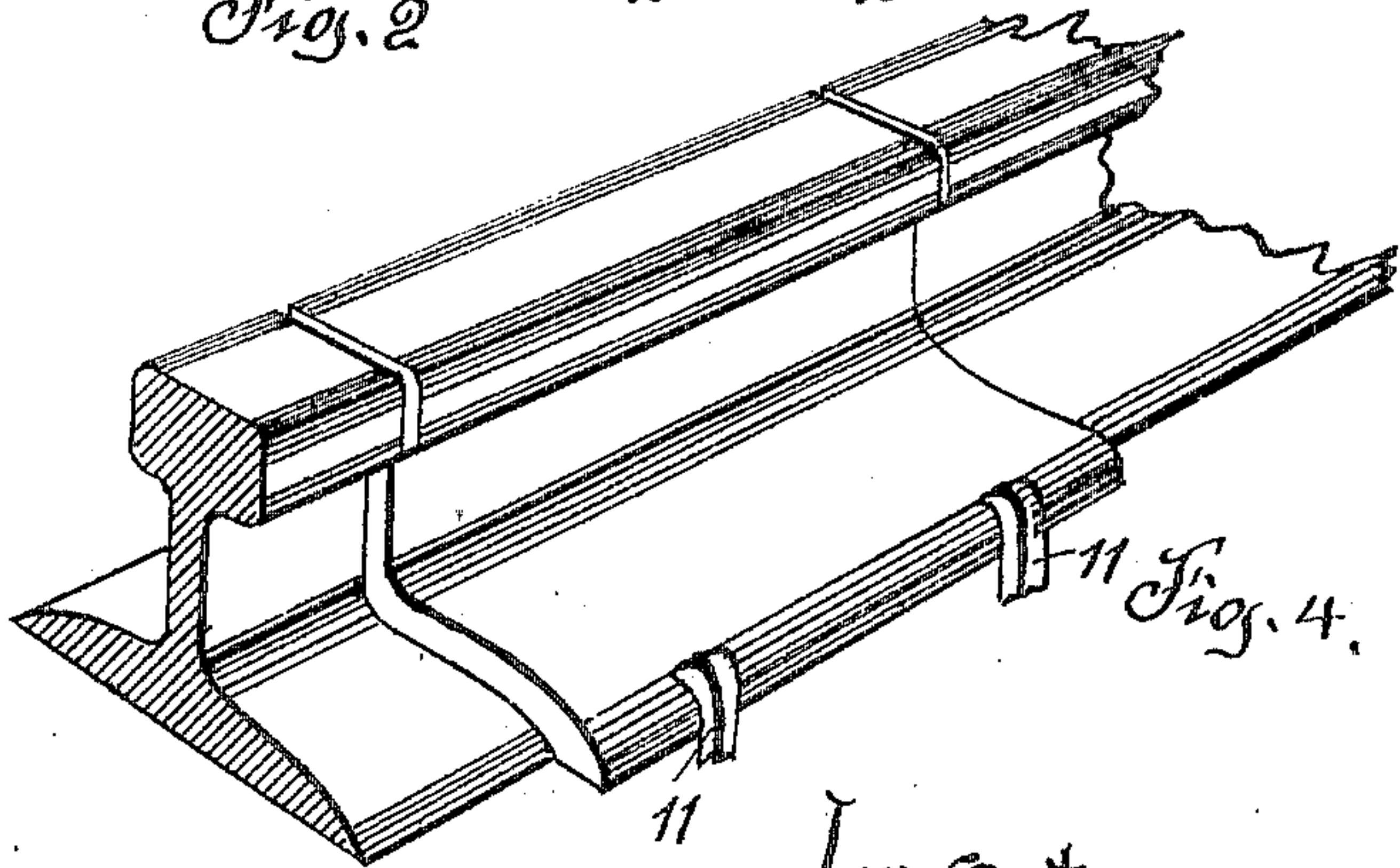


Fig. 4.

Witnesses:  
Chas. Oglesby  
*[Signature]*

Inventor  
C. C. Brown.

By

*[Signature]*  
Attorneys



# UNITED STATES PATENT OFFICE.

CHARLES C. BROWN, OF WEST GREENSBURG, PENNSYLVANIA.

## RAIL-JOINT.

No. 811,369.

Specification of Letters Patent.

Patented Jan. 30, 1906.

Application filed August 22, 1905. Serial No. 275,242.

*To all whom it may concern:*

Be it known that I, CHARLES C. BROWN, a citizen of the United States of America, residing at West Greensburg, in the county of Westmoreland 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.

10 This invention relates to certain new and useful improvements in rail-joints; and the invention has for its object the provision of novel means for joining together the confronting ends of two sections of rails.

15 My invention aims to provide a novel form of rail-joint which will provide a continuous tread for rolling-stock passing over the joined rails. To this end I have devised integral fish-bars, which form a tread between the adjoining sections of rails.

20 The construction entering into my invention will be hereinafter more specifically described, and pointed out in the claims.

Referring to the drawings accompanying this application, Figure 1 is a side elevation of my improved rail-joint; Fig. 2, a plan view of the same; Fig. 3, a vertical sectional view illustrating one of the sections of rails in end elevation. Fig. 4 is a perspective view of my improved joint.

30 To put my invention into practice, I employ two sections of rails 1 and 2, and to employ my improved rail-joint in connection with these rails I shear or cut away the heads or treads 3 3 of the rails 1 2, as clearly illustrated in Fig. 1 of the drawings. The top edges of the web portions 4 4 are provided with substantial V-shaped notches 5 5, the object of which will presently appear.

40 The joining member of my invention consists of a yoke 6, adapted to fit down over the web portions 4 4 of the rails 1 2. The yoke is formed of two fish-bars 7 7, the upper edges of which are joined together by a head or tread 8, conforming substantially to the heads or treads of the rails 1 2. The head or tread 8 of the yoke 6 is provided with two depending V-shaped lugs 9 9, these lugs being adapted to fit within the notches 5 5 of the rails 1 2, said lugs being made of such a size as to permit a slight movement of the rail-sections independent of the yoke 6, this movement being provided for the expansion

and contraction of the confronting sections of rails. The edges of the fish-bars 7 7 of the yoke 6 are provided with notches or cut-away portions 10 10 for the reception of spikes 11 11, employed to retain the yoke 6 and the rails 1 2 upon ties or sleepers 12 12, which are suitably supported by a ballast or road-bed 14.

By the construction of my improved rail-joint it will be observed that a continuous passage or tread is provided for the rolling-stock using the rails 1 2, and the jar and noise heretofore occasioned by the rolling-stock passing over a joint is dispensed with, and the continuous passage for the rolling-stock will relieve the joint of the wear and tear to which it has heretofore been subjected.

70 The yoke of my improved rail-joint is preferably constructed of a strong and durable metal, which will wear as long as the rails it connects, and it is thought from the foregoing description that the many advantages of my improved rail-joint will be readily apparent to those skilled in the art.

It will be noted that various changes in the size, proportion, and minor details of my invention may be resorted to without sacrificing any of the advantages thereof.

What I claim, and desire to secure by Letters Patent, is—

1. In a rail-joint, the combination with the confronting ends of two sections of rails, said rails having their heads cut away, the web portions of said rails having substantially V-shaped notches formed therein; a yoke adapted to fit down over the web portions of said rails, said yoke consisting of fish-bars; a head carried by said fish-bars; depending lugs carried by said head and adapted to fit within said notches; means to secure said yoke and rails together upon a suitable support or foundation; substantially as described.

95 2. In a rail-joint, the combination with the confronting ends of two sections of rails, the heads of said rails being cut away, the web portions of said rails having notches formed therein; a yoke adapted to fit over the web portions of said rails; depending lugs carried by said yoke and adapted to fit within said notches; and means to secure said yoke and said rails upon a suitable support; substantially as described.

105 3. In a rail-joint, the combination with the

confronting ends of two sections of rails, the  
head of said rails being cut away, the web  
portions of said rails having V-shaped notches  
therein; a yoke adapted to fit down over the  
5 web portions of said rails; and means carried  
by said yoke to engage in said notches, as  
and for the purpose described.

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

CHARLES C. BROWN.

Witnesses:

SAM S. HAYS,

JOHN MULKEVINS