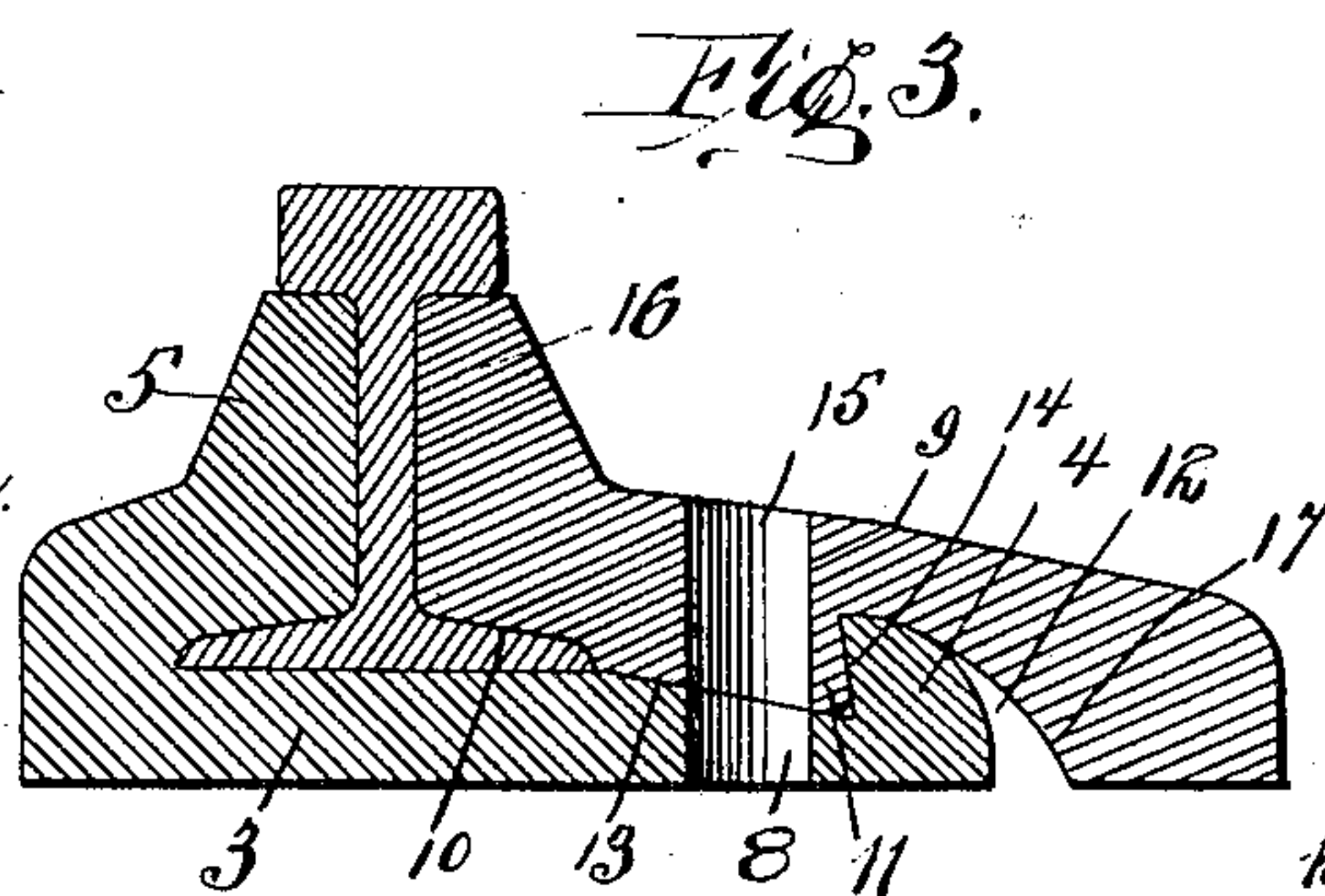
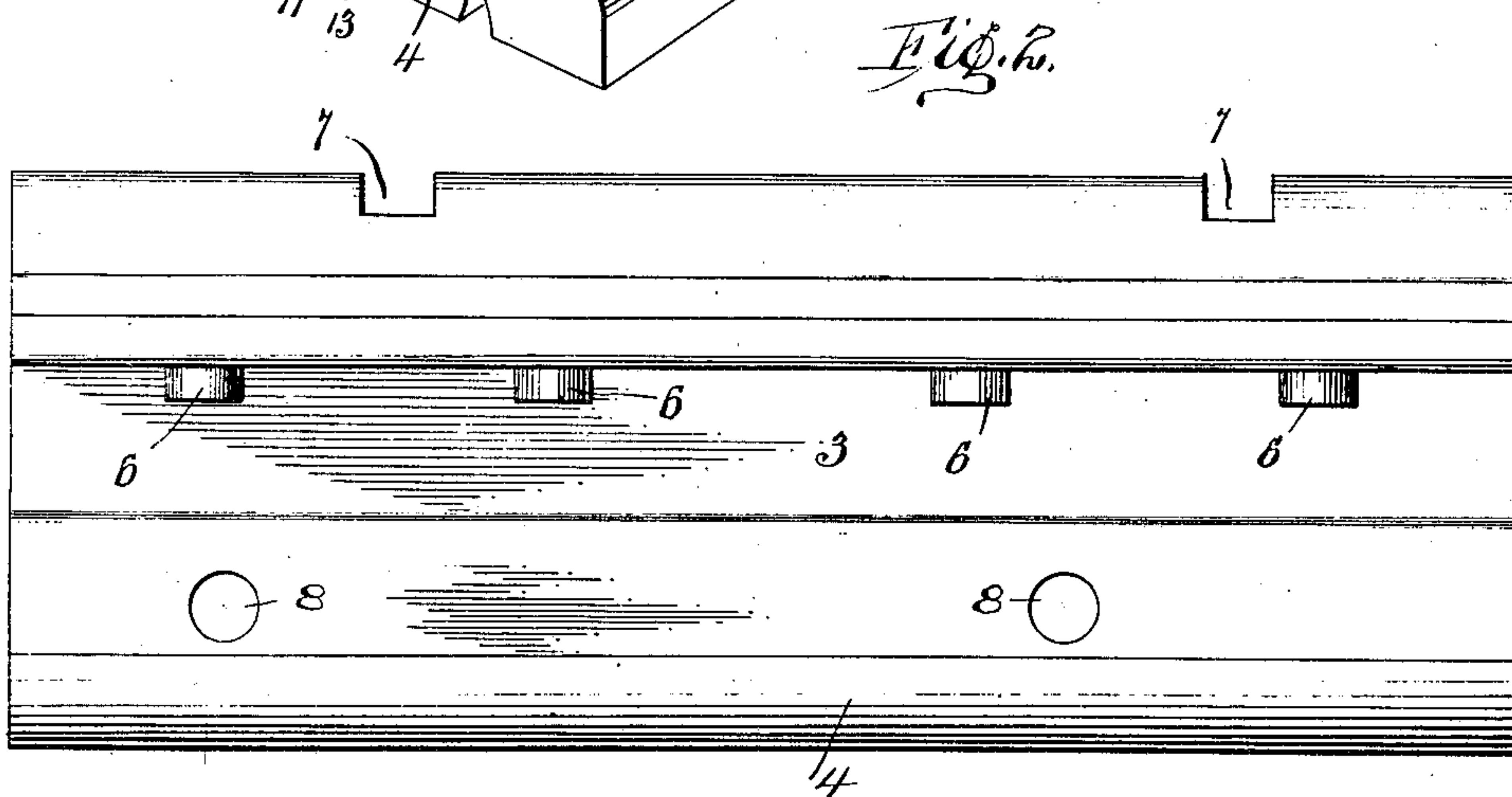
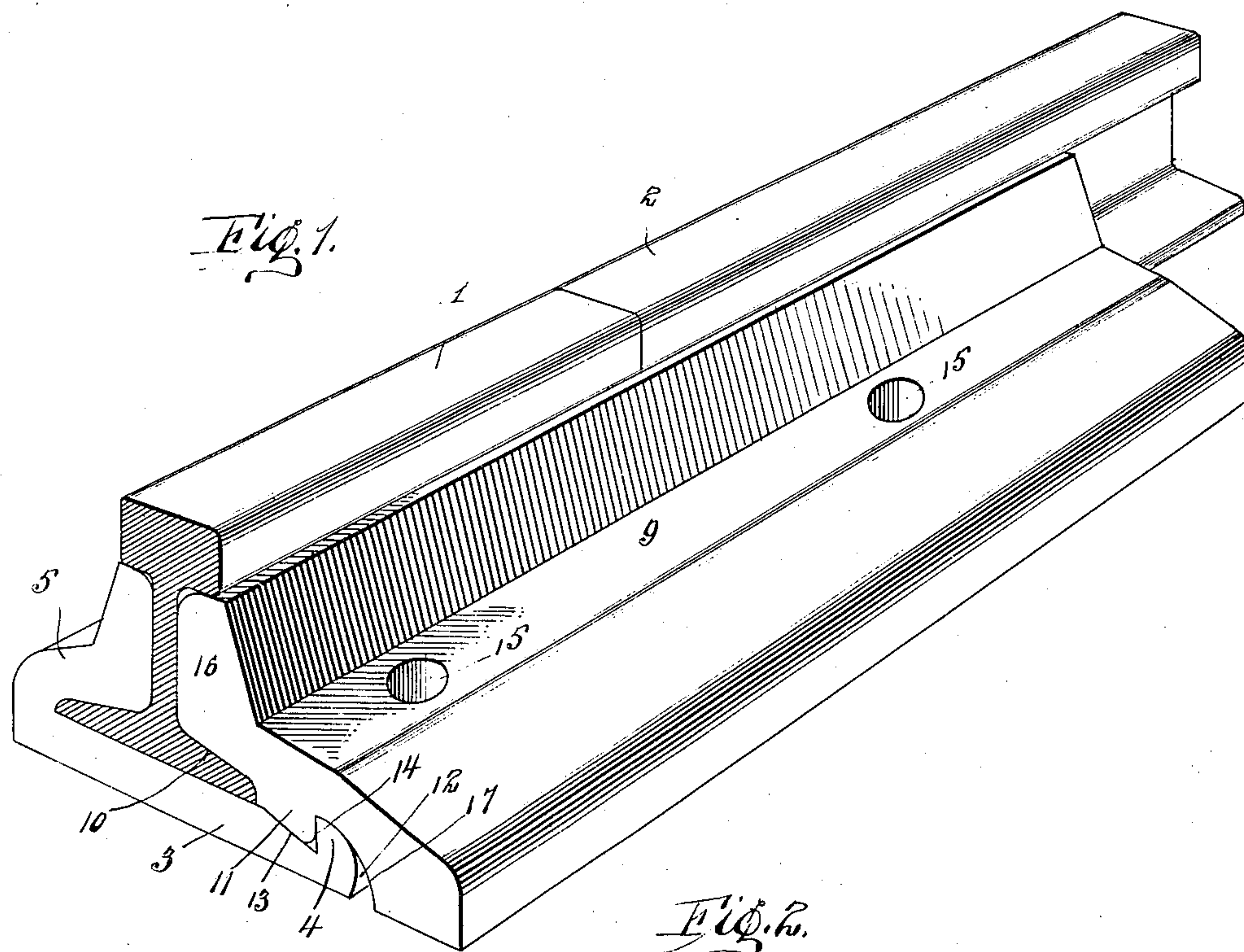


No. 837,070.

PATENTED NOV. 27, 1906.

I. JOHNSON.
RAIL JOINT.

APPLICATION FILED AUG. 10, 1906.



Witnesses:
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UNITED STATES PATENT OFFICE.

IRVIN JOHNSON, OF GALLITON, PENNSYLVANIA.

RAIL-JOINT.

No. 837,070.

Specification of Letters Patent.

Patented Nov. 27, 1906.

Application filed August 10, 1906. Serial No. 330,080.

To all whom it may concern:

Be it known that I, IRVIN JOHNSON, a citizen of the United States of America, residing at Galliton, in the county of Allegheny 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 rail-joints; and its primary object is to provide a strong and durable device of this character which may be readily applied to and removed from the meeting ends of railway-rails.

15 A further object of the invention is to provide a rail-securing device which will not require the usual bolts and securing-nuts, but be adapted to be firmly secured to the ties of a railroad by spikes.

20 The construction of the improvement will be fully described hereinafter in connection with the accompanying drawings, which form part of this specification, and its novel features will be defined in the appended claim.

25 In the drawings, Figure 1 is a view in perspective of the improvement in position upon two sections of rail. Fig. 2 is a top plan view of one member of the fastener, and Fig. 3 is a transverse section of Fig. 1.

30 The reference-numerals 1 and 2 designate the meeting ends of two sections of rail secured together by my improved securing devices, comprising a base member and a clamping member.

35 The base member consists of a body portion or base 3, provided at one of its edges with a flange 4, extending throughout its length, and at its opposite edge with a web 5, which projects inward from the edge to overlap the base of the rail and then upward to fit under the adjacent side of the tread of the rail. The inner side of the web 5 is formed with integral lugs 6, adapted to fit within openings formed in the web of the rail. The base 3 is formed at one edge with spike-slots 7 and adjacent to its opposite edge with holes 8 for the reception of securing-spikes.

40 The clamping member of the joint comprises a base 9, recessed on its under side to provide a longitudinal seat 10 to receive the base of the rail, a longitudinal rib 11, extending throughout the length of the base 9, and a longitudinal groove 12 to receive the flange 4 of the base member. The under surface of

the rib 11 is beveled to fit the beveled surface 55 13 of the base member 3, and the outer side of said rib 11 is also slightly beveled to fit the corresponding beveled side 14 of the flange 4. The base 9 is also formed with spike-openings 15, registering with the openings 8 of the base member 3. Projecting from the inner side of the base 9 is a web 16, which fits below the web of the rail, as shown. The outer side of the flange 4 of the base member is rounded, and the wall 17 of the groove 12 is 60 correspondingly rounded and offset from said flange a sufficient distance to permit the clamping member to be applied and removed by a rocking movement upon said flange 4.

The device constructed as thus described 70 firmly clamps the ends of the rails, and when the securing-spikes are driven through the slots 7 and registering holes 8 and 15 the rails are reliably secured to the ties.

The two members comprising the joint 75 comprise strong substantial castings, which not only secure but also materially strengthen and reinforce the rails at their point of connection.

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

The combination with the meeting ends of railway-rails, of a joint-fastening comprising a base member, and a clamping member, said base member consisting of a body or base 85 portion, formed along one edge with a longitudinal flange having a beveled inner side, the upper surface of said base portion adjacent said flange being also beveled and a web portion overlapping the rail-base and fitting 90 below the rail-tread and formed with integral lugs adapted to extend into openings in the web of the rail, and said clamping member consisting of a base having spike-openings registering with similar openings in the base 95 member, and having its under surface recessed to provide a longitudinal seat for the rail-base, a rib to interlock with the flange of the base member, and a groove to receive said flange, and a web portion fitting under 100 the tread of the rail.

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

IRVIN JOHNSON.

Witnesses:

MAX H. SROLOVITZ,
A. J. TRIGG.