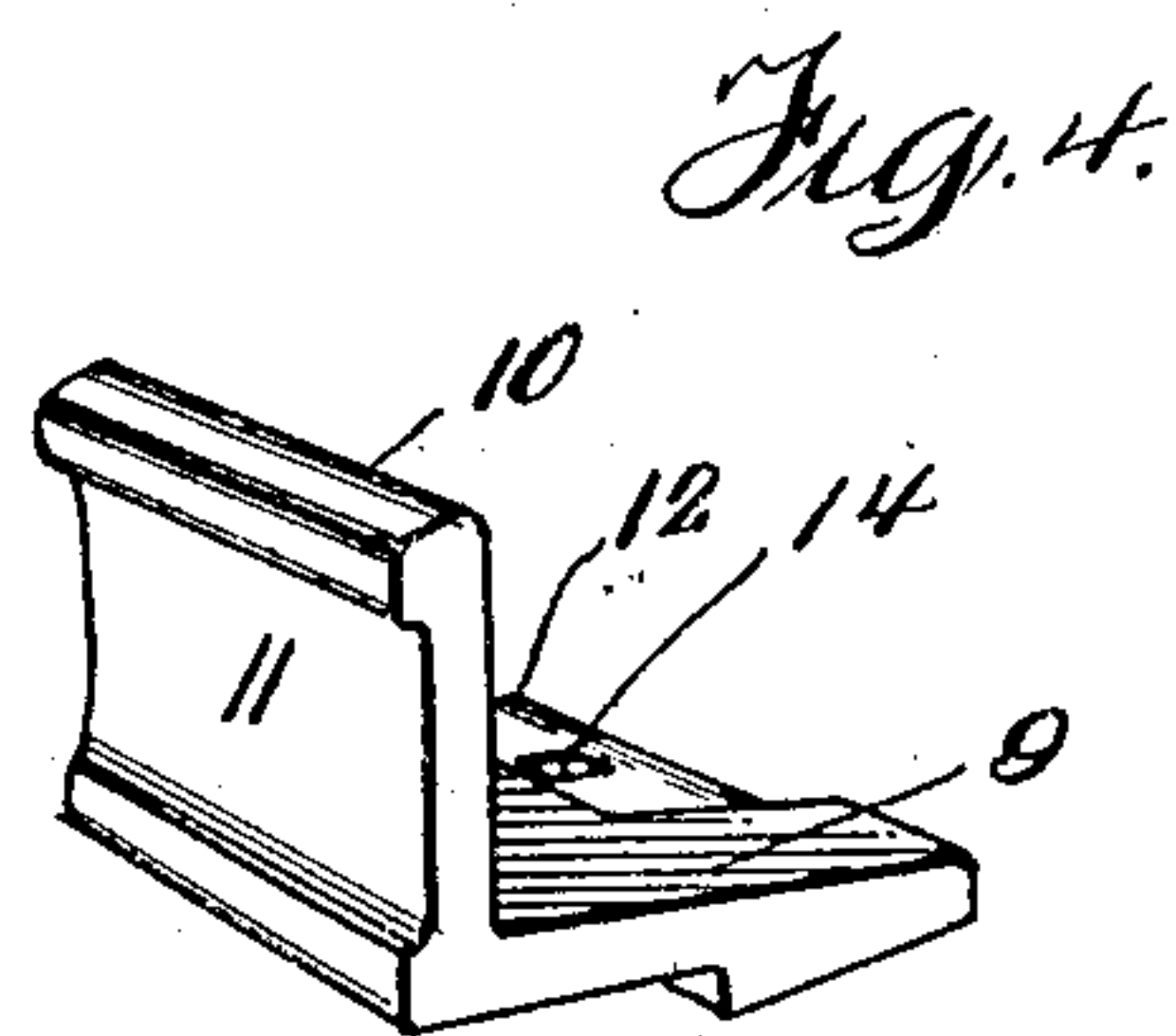
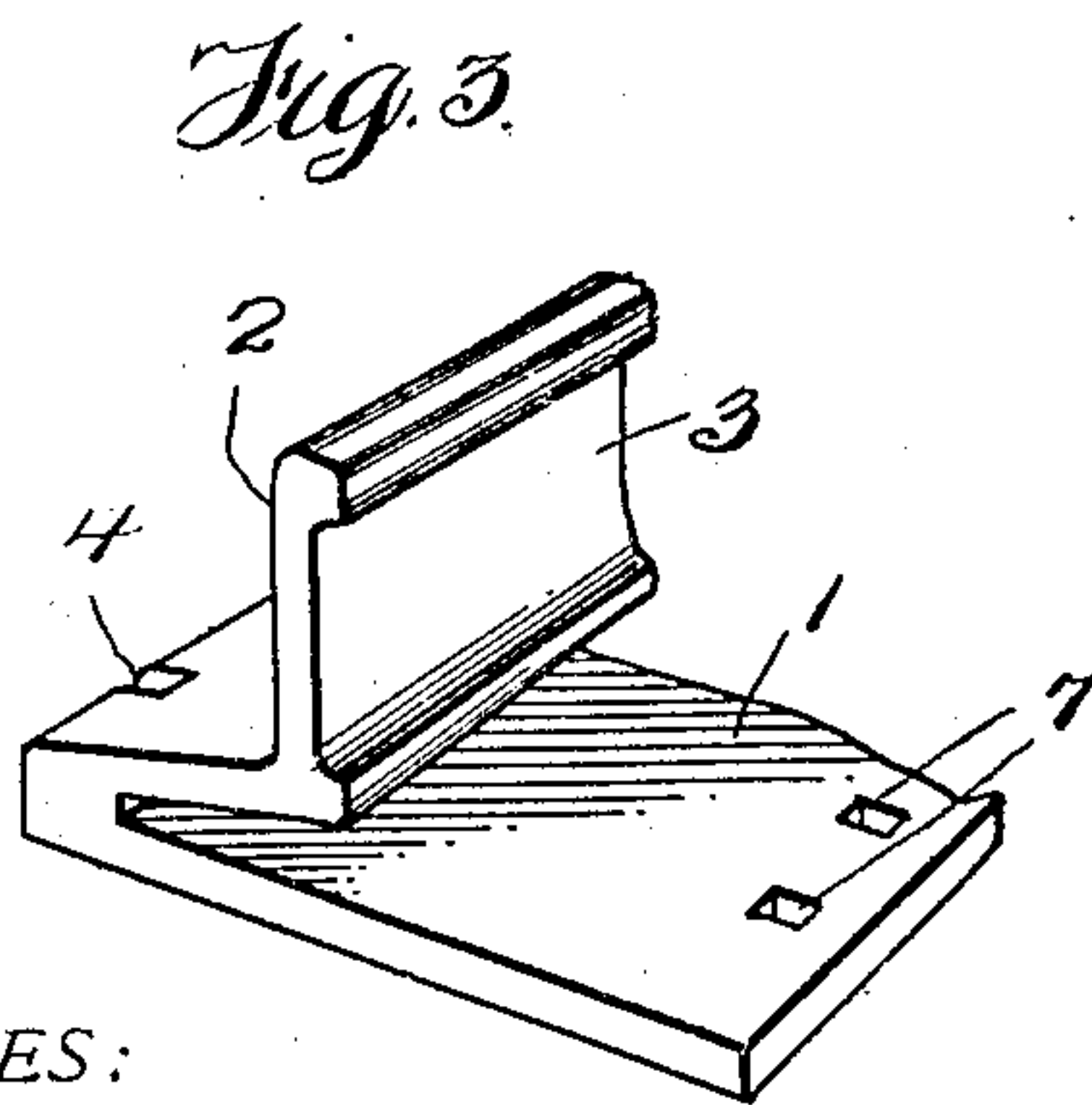
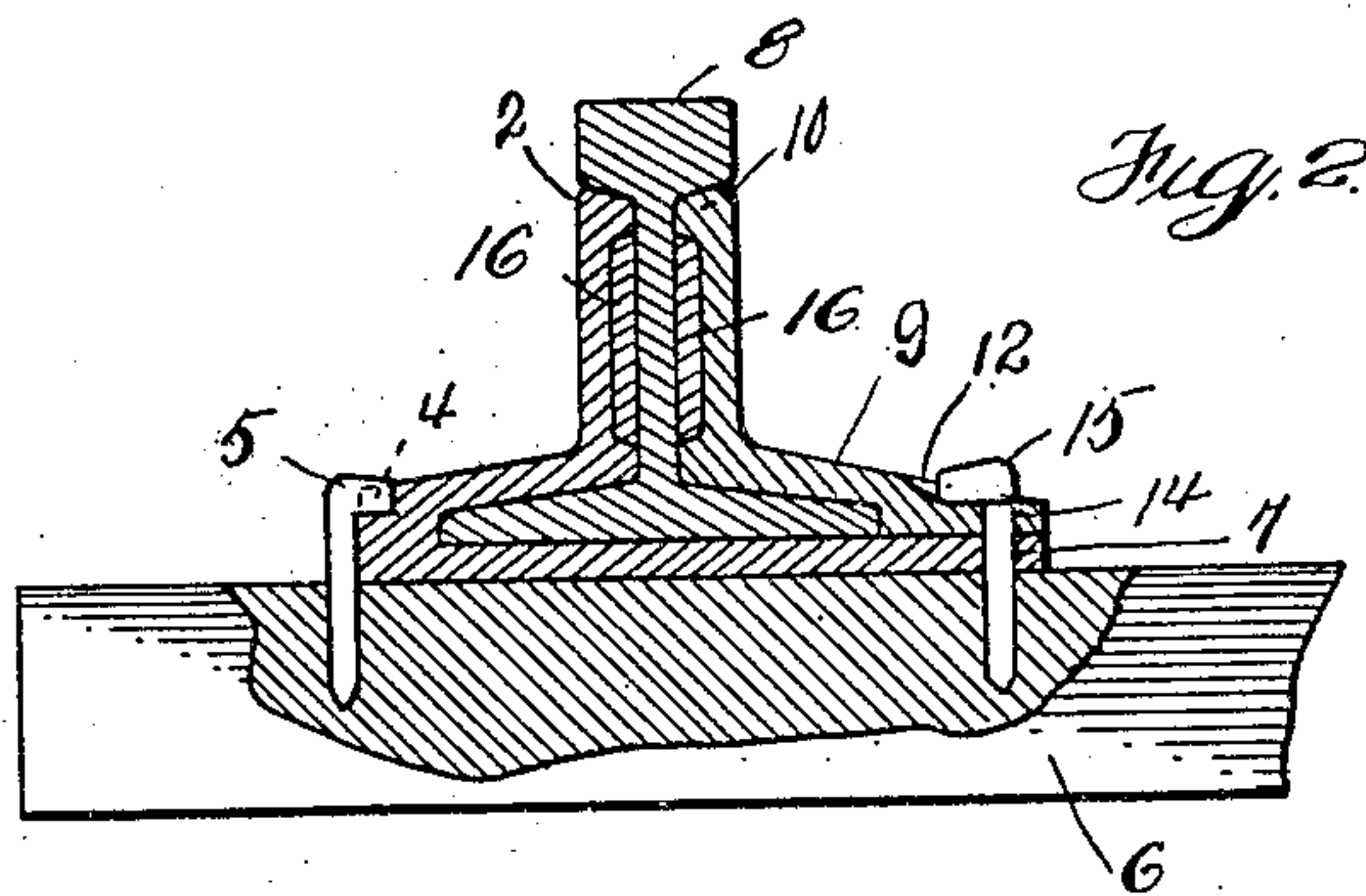
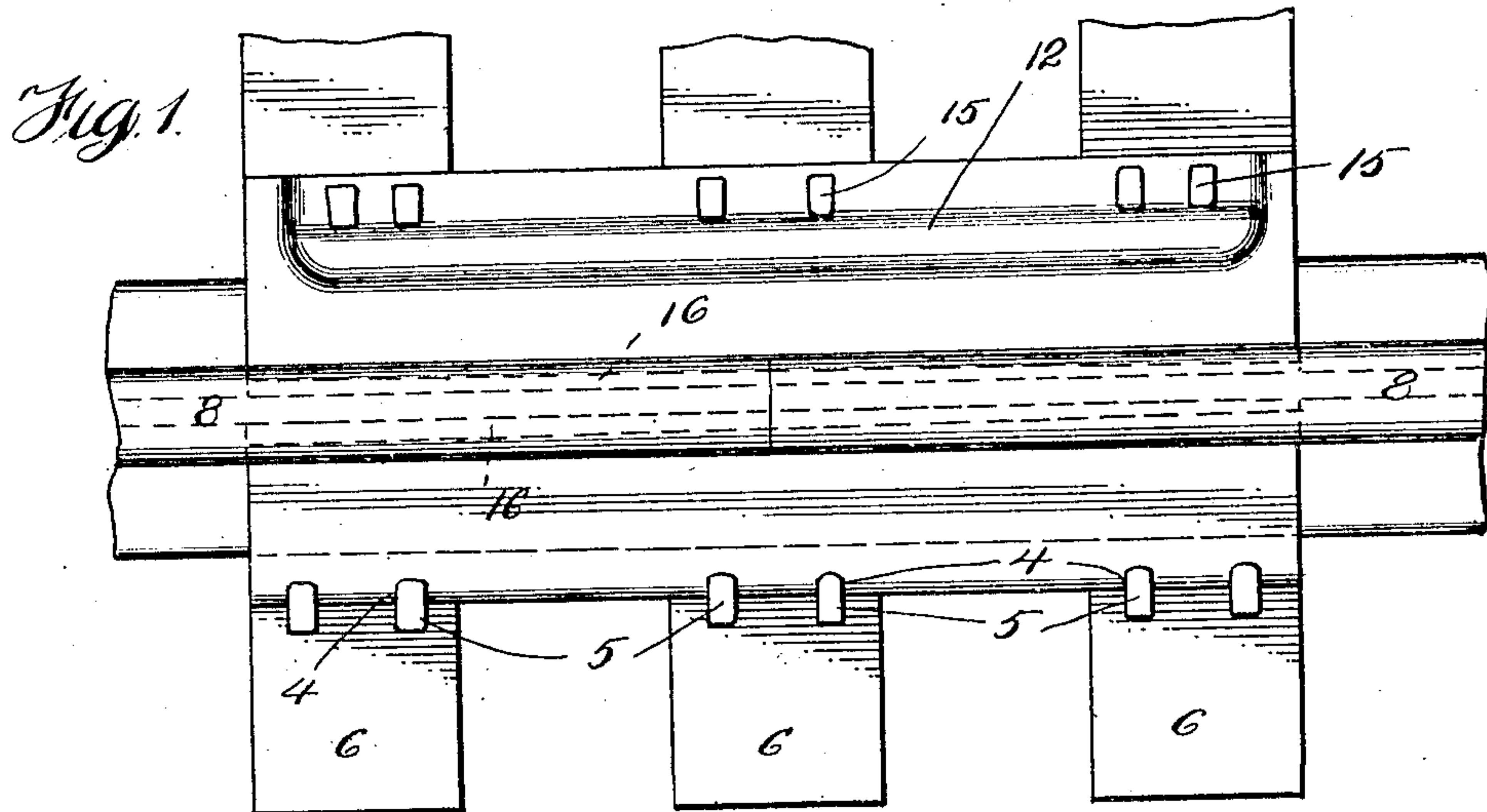


No. 882,291.

PATENTED MAR. 17, 1908.

G. C. BROWN.
RAIL JOINT.

APPLICATION FILED JULY 5, 1907.



WITNESSES:

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UNITED STATES PATENT OFFICE.

GEORGE C. BROWN, OF LEECHBURG, PENNSYLVANIA.

RAIL-JOINT.

No. 882,291.

Specification of Letters Patent.

Patented March 17, 1908.

Application filed July 5, 1907. Serial No. 382,330.

To all whom it may concern:

Be it known that I, GEORGE C. BROWN, a citizen of the United States of America, residing at Leechburg, 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 drawing.

10 This invention relates to improvements in rail joints, and the invention has for its object to provide a novel rail chair and fastener for connecting the confronting ends of two rails together, whereby practically a continuous tread will be provided for rolling stock, thus eliminating the noise and jarring of rolling stock passing over a joint.

Another object of this invention is to provide a strong and durable rail chair and fastener for preventing vertical and lateral displacement of the confronting ends of two rails, the chair and fastener being secured to two or more ties, to prevent the joints carried thereby from spreading and causing a derailment of the rolling stock.

With the above and other objects in view, which will more readily appear as the invention is better understood, the same consists of the novel construction, combination and arrangement of parts to be presently described, and then specifically pointed out in the appended claims.

Referring to the drawing forming a part of this specification, Figure 1 is a plan of the rail joint. Fig. 2 is a cross sectional view of the same. Fig. 3 is a perspective view of one end of the rail chair, and Fig. 4 is a similar view of one end of the rail fastener.

To put my invention into practice, I provide a rail chair embodying a base plate 1 having an integral splice bar 2, the inner face of which is recessed, as at 3. At the juncture of the splice bar 2 with the base plate 1 I provide the chair with a plurality of vertically disposed grooves 4 to receive spikes 5 employed for holding the chair upon ties 6.

The edge of the base plate 1 is provided with spike openings 7, the object of which will presently appear.

The chair just described is adapted to embrace the outer sides of rails 8, while the inner sides are braced by a fastener 9 having an integral splice bar 10 recessed, as at 11. The edge of the fastener 9 is cut away, as at 12, and provided with spike openings 14 adapted to register with the openings 7 of the chair 1, whereby spikes 15 can be driven through said openings to engage in the ties 6. The rail chair fasteners are made of a sufficient length to rest upon three ties, thereby providing a firm foundation for the confronting ends of the rails 8. To further secure the rails 8 in the chair fastener, I employ wedges 16, which are driven in the recesses 3 and 11, between the splice bars 2 and 10 and the rails 8.

It is thought that the manner of assembling the different parts of the rail joint will be understood without further description, and I reserve the right to make such structural changes as are permissible by the appended claims.

Having fully described my invention, what I claim and desire to secure by Letters Patent is:

In a rail joint, the combination with the confronting ends of two rails, of a chair embodying a base plate for supporting said rails, an integral splice bar carried by said base plate and embracing the outer sides of said rails and having a recess on its inner face, said chair having vertically disposed spike grooves formed therein, a fastener adapted to rest upon said base plate and having a longitudinally recessed outer edge provided with spike openings adapted to register with similar openings formed in said base plate, a splice bar carried by said fastener for bracing the inner sides of said rails and provided with a recessed inner face, and wedges interposed in the recesses in the splice bars and engaging the webs of the rails.

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

GEORGE C. BROWN.

Witnesses:

MILDRED WATSON,
CLARENCE O. MORRIS.