

L. A. BROWN.  
RAILWAY JOINT.  
APPLICATION FILED OCT. 9, 1909.

973,621.

Patented Oct. 25, 1910.

Fig. 2.

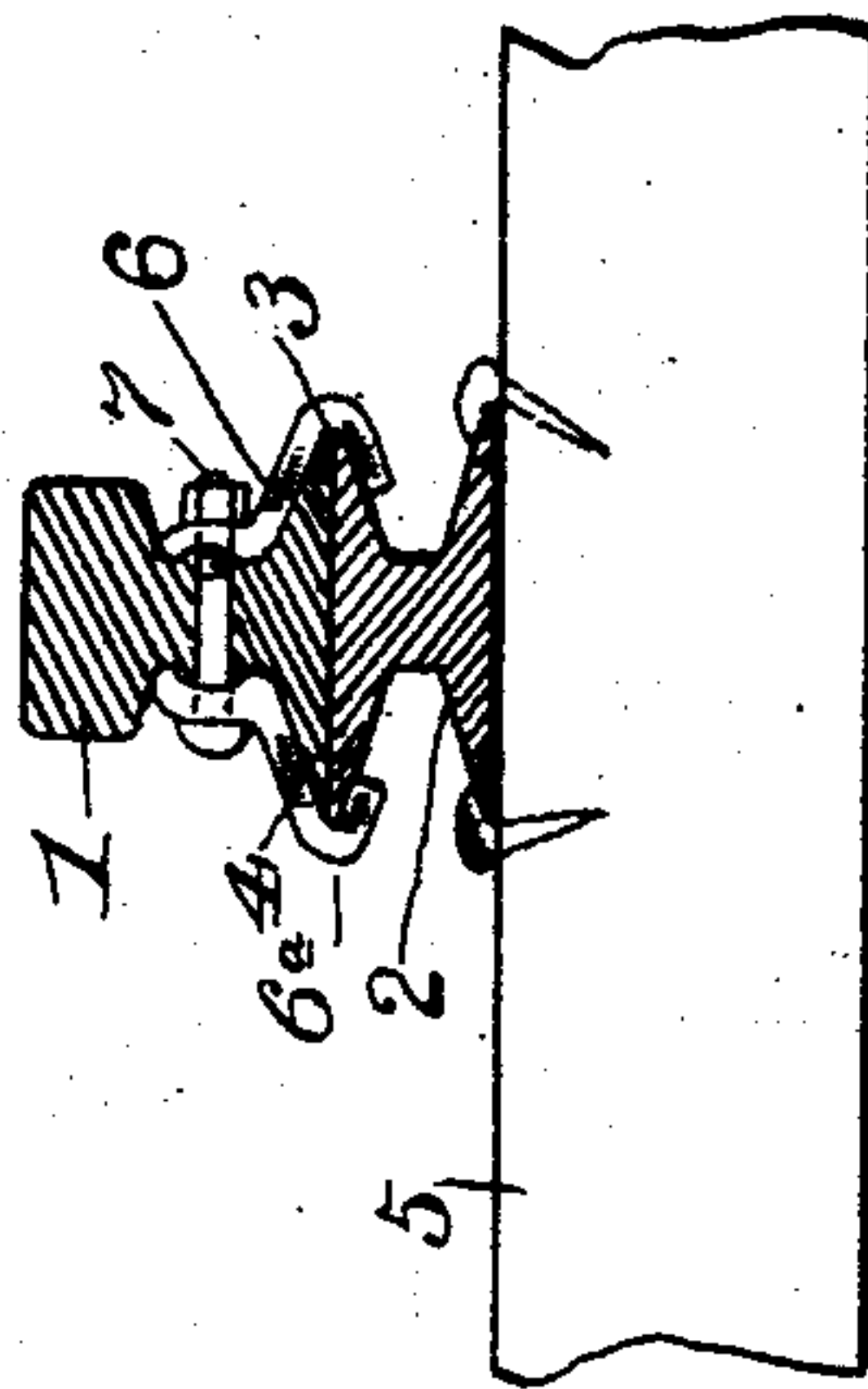
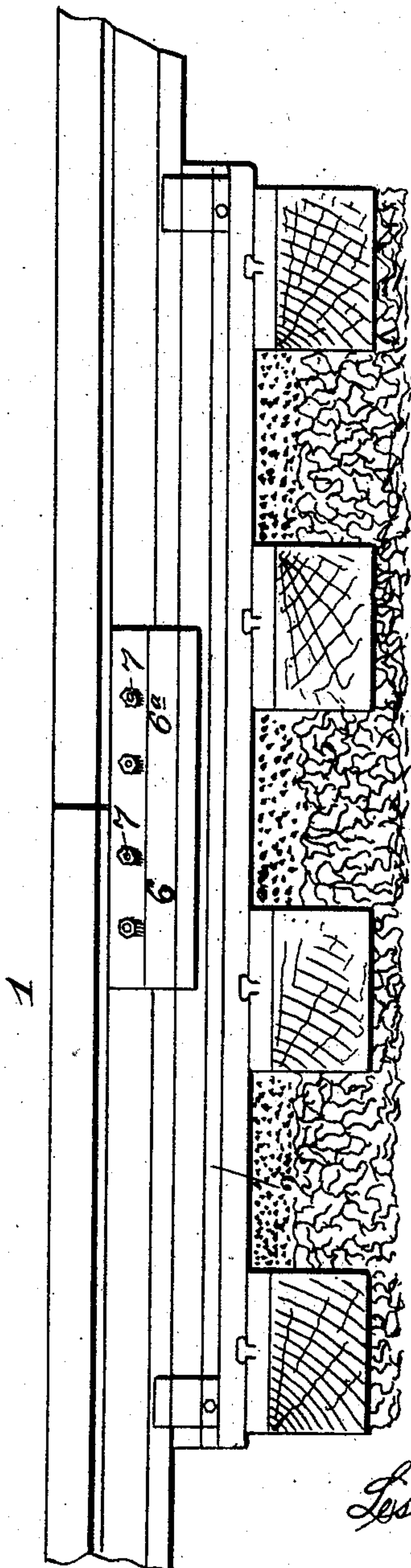


Fig. 1

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# UNITED STATES PATENT OFFICE.

LESLIE A. BROWN, OF BEDFORD, INDIANA.

## RAILWAY-JOINT.

973,621.

Specification of Letters Patent.

Patented Oct. 25, 1910.

Application filed October 9, 1909. Serial No. 521,887.

*To all whom it may concern:*

Be it known that I, LESLIE A. BROWN, a citizen of the United States, residing at Bedford, in the county of Lawrence and State of Indiana, have invented certain new and useful Improvements in Railway-Joints, of which the following is a specification.

My invention relates to improvements in railways, more especially joints therefor.

It has for its object to guard more particularly against the sinking of the track at the joints in the roadbed while furnishing a solid or firm support at that point and to provide for carrying out these ends in a simple, economical and effective manner.

The invention consists of certain instrumentalities or features substantially as hereinafter fully disclosed and defined by the claims.

In the accompanying drawings illustrating the preferred embodiment of my invention.—Figure 1 is a transverse sectional elevation thereof. Fig. 2 is a broken or fractional side elevation of the same.

In carrying out my invention, I superpose a T-shaped railway-rail 1 above, or with relation to a second like railway-rail section 2, the latter having an extended flat upper surface, as at 3, upon which rests a like lower or base surface 4 of the upper or superposed rail 1 as disclosed more particularly by Fig. 1. These rail members are suitably spiked in position upon the usual ties 5, the lower-rail ties being, however, placed about four inches lower than the ties to which the upper rail-members or sections are secured, the upper rail-sections breaking joint with the lower ones, and thus resting or being borne upon six or eight ties at the joint and adjacently thereto, thus rendering the same solid and safeguarded against sinking at that point or the joint. The lower rail sections or members are about six feet, more or less, in length and to these are coupled or connected at the rail joint, the upper or track-rails 1 by means of clasps 6 comprising two members or parts 6<sup>a</sup>, their lower portions being substantially V shape and embracing the track-rail and the rail-sections at their meeting portions, to secure them against lateral displacement, and aid in bracing the same against sinking, the upper portions of said clasp-members being suitably bolted as at 7 to the web-portions of the upper or track rails, as clearly seen in Fig. 1.

Thus it will be noted that a most effective, simple and relatively inexpensive railway-rail joint is provided by the use of my invention and which is a perfect safeguard against the sinking of the track at the joint or other point.

I claim.—

1. A railroad joint, comprising upper meeting rail-sections having laterally extended and tapered base-portions, a lower rail-section having laterally extended and tapered portions at its upper edge, supporting the first referred to laterally extended tapered portions at meeting ends thereof, a plurality of transverse supporting members for said lower rail-section, means for securing said lower rail-section to said transverse supporting members, clasps having upright portions provided with opposed openings, the webs of said upper rail-sections having openings alining the aforesaid openings, said clasps having lower portions formed with hooked terminals taking under and engaging the lower surface of the laterally extended portions of said lower rail section, and securing bolts received by said alining openings.

2. A railroad rail joint comprising upper meeting rail-sections having laterally extended and tapered base-portions, a lower rail section having like laterally extended portions at its upper edge supporting the first-referred to extended tapered portions at opposed meeting ends thereof, said lower rail-section being extended each way beyond a vertical line passing through the joint between the upper rail-sections, means for supporting the extended portions of said rail-section and clasps having upright portions embracing the web-portions of said upper meeting rail-sections, the lower portions of said clasps being adapted to engage or receive the tapered extended portions of both the upper and lower rail-sections, the lower ends of said clasps being hooked and terminating directly under and in contact with the laterally extended portions of said lower rail-section, and securing bolts for said clasps passing therethrough and the webs of the upper rail-sections.

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

LESLIE A. BROWN.

Witnesses:

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