

(No Model.)

C. E. MARK.
RAILWAY RAIL JOINT.

No. 481,576.

Patented Aug. 30, 1892.

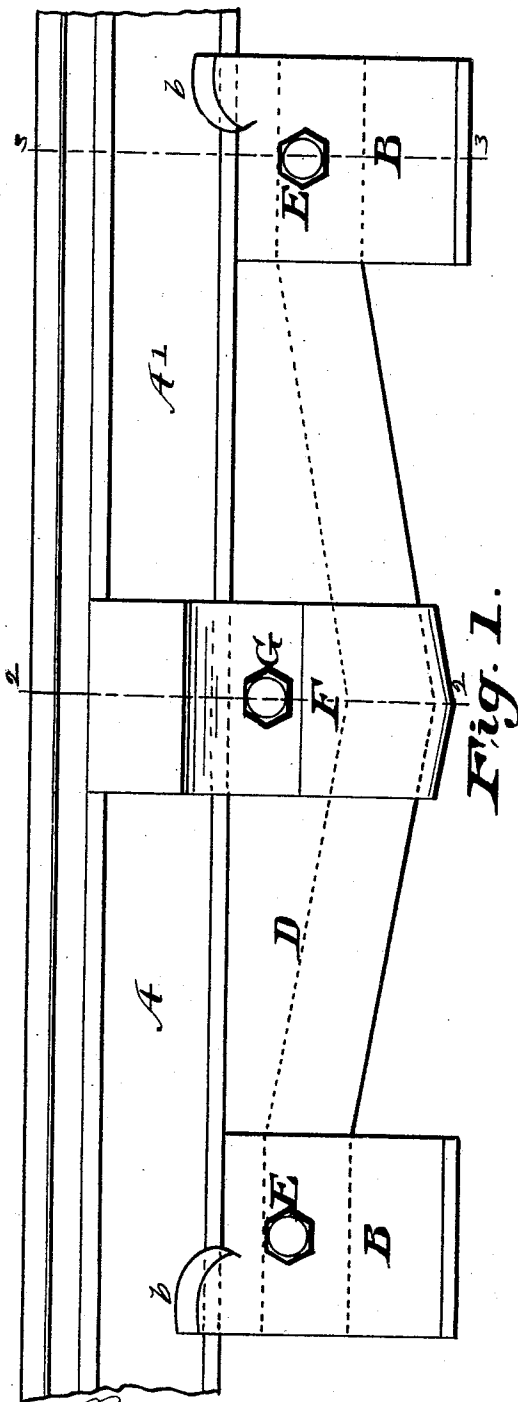


Fig. 1.

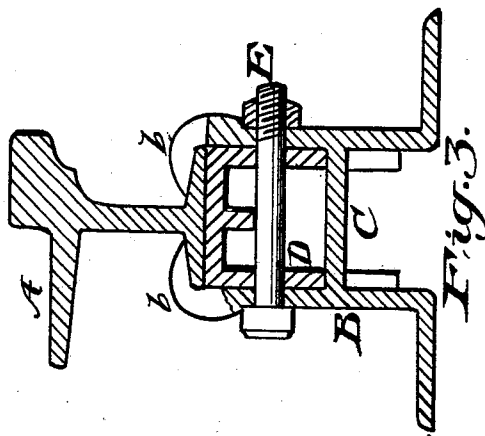


Fig. 3.

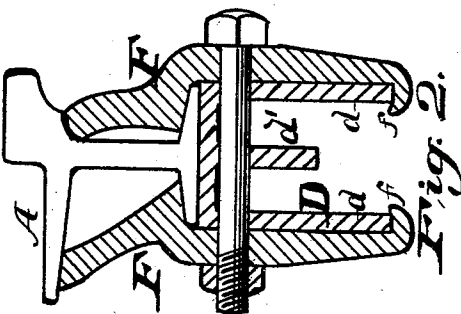


Fig. 2.

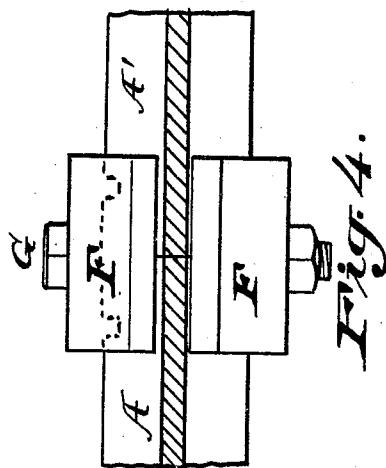


Fig. 4.

Witness,

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UNITED STATES PATENT OFFICE.

CHARLIE E. MARK, OF CLEVELAND, OHIO.

RAILWAY-RAIL JOINT.

SPECIFICATION forming part of Letters Patent No. 481,576, dated August 30, 1892.

Application filed November 9, 1891. Serial No. 411,397. (No model.)

To all whom it may concern:

Be it known that I, CHARLIE E. MARK, a citizen of the United States, residing at Cleveland, county of Cuyahoga, and State of Ohio, have invented certain new and useful Improvements in Railway-Rail Joints, of which the following is a specification.

This invention relates to rail-joints; and it consists in the combination of a bridge-bar, with the abutting ends of the rails and rail-chairs, substantially as hereinafter described, and pointed out in the claim.

In the drawings, Figure 1 is a side elevation of a rail-joint embodying my invention. Fig. 2 is a cross-section on line 2 2 on Fig. 1. Fig. 3 is a cross-section on line 3 3 on Fig. 1. Fig. 4 is a plan view of rail-joint.

A A' represent the abutting ends of two rails.

B B are rail-chairs supported upon cross-ties, and have lips *b b* for engaging with and holding the flanges of the rails A A'. In the chairs are provided cross-bars or floor C.

D is a bridge-bar having wide side flanges *d d* and a middle flange *d'*, made broadest at the middle part to form a truss bar or frame. The ends of said bridge-bar are made to rest on the floor or cross-bars C in the chairs B B, as seen in Fig. 3. The base-flanges of the abutting rails A A' are supported upon the

top surface of this bridge-bar and are held by the lips *b b* of the chairs.

E E are bolts put through the chairs and ends of the bridge-bar for firmly fastening them together.

F F are clamp-plates having flanges *f f* on their lower ends extending under the lower edges of the side flanges of the bridge-bar and are provided with shoulders *f² f²*, which bear upon the upper surfaces of the base-flange of the rails A A', and said plates extend upward therefrom for providing support under the upper flanges of the abutting end of the rails A A'.

G is a bolt put through said clamp-plates and bridge-bar for firmly binding all together.

Having described my invention, I claim—

In a rail-joint, the combination, with chairs B B, having diagonal lips *b b*, of the bridge-bar D, secured in said chairs, clamp-plates F, embracing the middle part, said bridge-bar and abutting ends of the rails with their upper edges bearing under the upper flanges of the rails, and bolts G for securing said plates to the bridge bar and the rails, substantially as described.

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