

(No Model.)

A. J. MOXHAM.
RAILROAD RAIL JOINT.

No. 477,678.

Patented June 28, 1892.

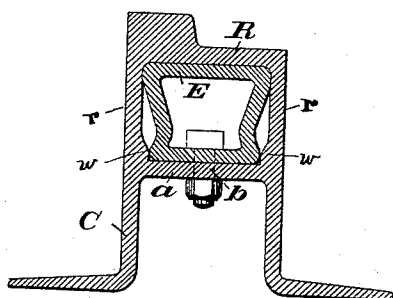


Fig. 1.

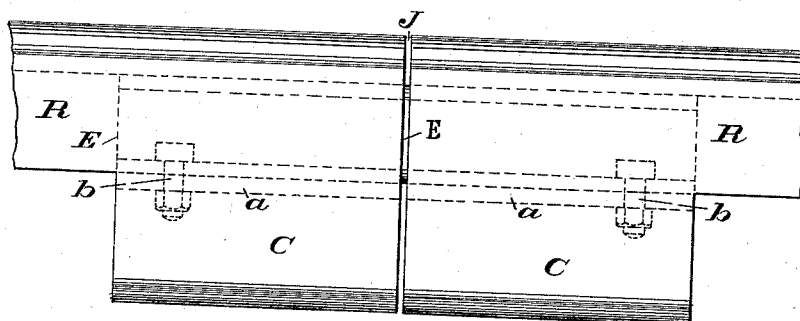


Fig. 2.

WITNESSES:

Francis P. Bailey,
W. F. Brückel,

INVENTOR

A. J. Moxham

BY

R. M. Tomlinson

ATTORNEY

UNITED STATES PATENT OFFICE.

ARTHUR J. MOXHAM, OF JOHNSTOWN, PENNSYLVANIA.

RAILROAD-RAIL JOINT.

SPECIFICATION forming part of Letters Patent No. 477,678, dated June 28, 1892.

Application filed September 22 1891. Serial No. 406,501. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR J. MOXHAM, of Johnstown, in the county of Cambria and State of Pennsylvania, have invented a new and useful Railroad-Rail Joint, which invention is fully set forth and illustrated in the following specification and accompanying drawings.

The object of this invention is sufficiently indicated by its title above given.

The invention will first be described in detail, and then particularly set forth in the claims.

In the accompanying drawings, Figure 1 shows the rail-joint in cross-section. Fig. 2 shows the joint in side elevation.

In said figures the several parts are respectively indicated by reference-letters, as follows:

The letters R indicate two contiguous rails meeting at the point J, which are of hollow or box form, the letters *r* indicating their vertical webs.

The letters C indicate chairs or feet secured to the ends of said rails in any suitable manner, preferably by welding the vertical webs *r* of the rails to the top portions *a* of the feet or chairs at the points *w*.

The letter E indicates an internal splice-bar, of hollow or box form, which is inserted in the interior of the rails and secured in place by means of the bolts and nuts *b*, which pass through its bottom and the top portions *a* of the chairs C. Thus a complete rail-joint is formed which dispenses with all exterior splice-bars and which, owing to the fact that the vertical sides of the structure are flush, offers no obstruction to the street-paving, but

permits the paving material to come up true or flush with the sides. The heads of the rails R may be of any desired form, and said rails may be made by any suitable method or process, and the chairs may also be made by any suitable method.

The manner of securing the chairs to the rails is immaterial; but the rails and chairs are preferably welded together. If they are welded, the welding can be done by any suitable method, process, means, or act of welding.

Having thus fully described my said invention, I claim—

1. In a railroad-rail joint, the combination of two double-webbed rails, each provided with a chair at their contiguous ends, and an interior splice-bar of hollow or box form.

2. A railroad-rail joint consisting of the following-named elements, in combination: two double-webbed rails, a chair at the end of each of said rails, provided with a top surface, as *a*, and an interior splice-bar of hollow or box form.

3. A railroad-rail joint consisting of the following-named elements, in combination: two double-webbed rails, a chair at the end of each of said rails, provided with a top surface, as *a*, an interior splice-bar of hollow or box form, and bolts for securing said bar within said rails.

ARTHUR J. MOXHAM.

Witnesses:

ROBT. S. MURPHY,
A. J. BRYAN.