

J. CZECH & W. BEDNARCZUK.
RAIL JOINT.
APPLICATION FILED MAY 19, 1911.

1,010,867.

Patented Dec. 5, 1911.

FIG. 1

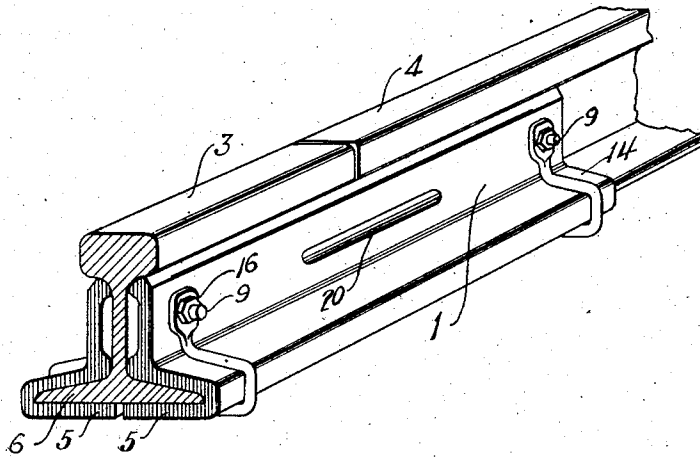


FIG. 2

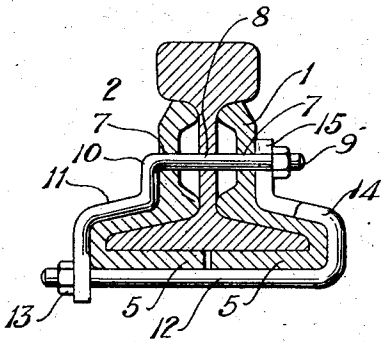
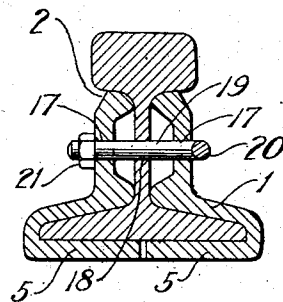


FIG. 3



WITNESSES:
J. Mahoney
R. S. Butler

INVENTORS.
JOHN CZECH
W. BEDNARCZUK
BY *K. C. Everett & Co.*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOHN CZECH AND WASYL BEDNARCZUK, OF HERKIMER, NEW YORK.

RAIL-JOINT.

1,010,867.

Specification of Letters Patent.

Patented Dec. 5, 1911.

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To all whom it may concern:

Be it known that we, JOHN CZECH and WASYL BEDNARCZUK, subjects of the Emperor of Austria-Hungary, residing at Herkimer, in the county of Herkimer and State of New York, 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.

This invention relates to rail joints, and the primary object of our invention is the provision of positive and reliable means, in a manner as will be hereinafter set forth, for connecting splice bars to the confronting ends of rails, whereby said splice bars cannot become accidentally displaced.

A further object of the invention is to provide a rail joint consisting of comparatively few parts that can be easily and quickly assembled by unskilled labor.

With the above and other objects in view, the invention resides in the novel construction, combination and arrangement of parts to be hereinafter specifically described and then claimed.

Reference will now be had to the drawing, wherein like numerals of references designate corresponding parts throughout the several views, in which:—

Figure 1 is a perspective view of the rail joint, and Figs. 2 and 3 are cross sectional views of the same.

The reference numerals 1 and 2 denote splice bars adapted to embrace the confronting ends of rails 3 and 4, said splice bars having the lower edges thereof provided with inwardly projecting rail plates 5 adapted to support the base flanges 6 of the rails 3 and 4. The splice bars 1 and 2, adjacent to the ends thereof, are provided with transverse openings 7 alining with openings 8 in the webs of the rails 3 and 4. Extending through the openings 7 and 8 are the shanks 9 of fasteners 10, said fasteners being bent, as at 11 to snugly engage the outer side of the splice bar 2. The lower ends of the fasteners 10 extend below the rail plates 5 and are flattened and apertured to receive the ends of tie rods 12. The tie rods 12 extend under the rail plates 5 and have the ends thereof held in engagement with the fasteners 10 by nuts 13 screwed upon said rods. The opposite ends of the tie rods are bent upwardly to embrace the splice bar 1, as at 14 and the upper ends are flattened and

apertured, as at 15 to receive the ends of the shanks 9. Nuts 16 are screwed upon the shanks to retain the tie rods in engagement therewith.

The splice bars 1 and 2 intermediate the ends thereof are provided with transverse openings 17 alining with openings 18 in the webs of the rails 3 and 4. Extending through said openings are the ends 19 of a yoke 20, said yoke engaging the splice bar 1 and the ends thereof protruding from the splice bar 2. Nuts 21 are screwed upon the ends of the yoke.

From the foregoing it will be observed that the yoke 20 coöperates with the fasteners and tie rods in positively retaining the splice bars in engagement with the rails.

What we claim is:—

1. In a rail joint, the combination with rails, splice bars bracing said rails, rail plates carried by the lower edges of said splice bars and extending under the base flanges of said rails, the splice bars and said rails having transverse openings formed therein, of fasteners arranged adjacent to the ends of one of said splice bars and having shanks extending through some of the openings of said splice bars, said fasteners having the lower ends thereof flattened and apertured, tie rods extending under said rail plates, nuts holding said tie rods in engagement with the flattened apertured ends of said fasteners, said tie rods having the opposite ends thereof bent upwardly to brace the other of said splice bars and flattened and apertured to receive the ends of said shanks, nuts screwed upon said shanks, a yoke mounted in the other openings of said splice bars and said rails and engaging one of said splice bars, and nuts screwed upon the ends of said yoke against the other of said splice bars, substantially as described.

2. In a rail joint, the combination with the rails, and splice bars engaging said rails and having rail plates extending under the rails, said rails and splice bars provided with alining openings, of a fastener comprising a laterally-extending shank portion extended through the openings in the splice bars and rails, said fastener at one end of the shank being bent downwardly and outwardly to lie in engagement with one of the splice bars and having its free end extended below the rail plates and provided with an aperture, a tie rod underlying the rail plates with one end extended through the aper-

tured end of the fastener and its other end bent upwardly and inwardly to engage the other splice bar, said upward extending end having an aperture to receive the shank of
5 the fastener, means for securing the tie rod in the apertured end of the fastener, and means for securing the shank of the fastener in the apertured end of the tie rod.

In testimony whereof we affix our signatures in the presence of two witnesses.

JOHN CZECH.
WASYL BEDNARCZUK.

Witnesses:

EDWIN B. MITCHELL,
THOMAS NEDZYNSKI.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
