

W. R. BARNEY.
RAIL JOINT.
APPLICATION FILED FEB. 20, 1908.

922,239.

Patented May 18, 1909.

FIG. 1

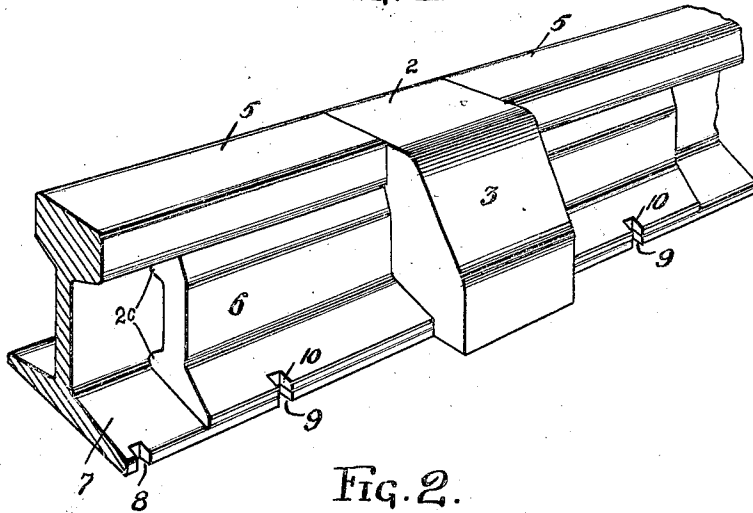


FIG. 2.

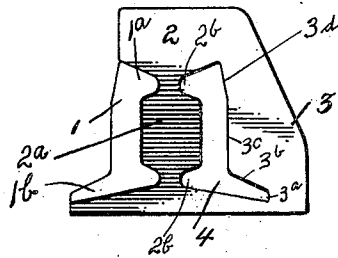
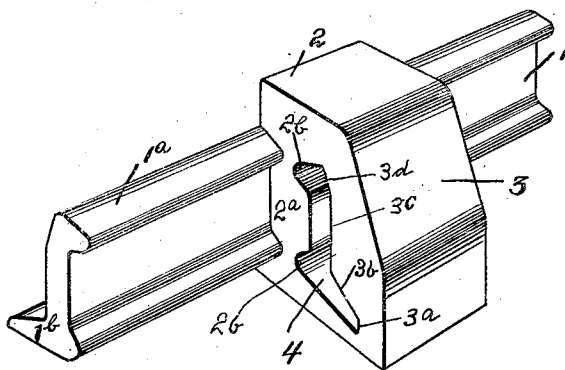


FIG. 3.



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UNITED STATES PATENT OFFICE.

WILLIAM R. BARNEY, OF TIONA, PENNSYLVANIA.

RAIL-JOINT.

No. 922,239.

Specification of Letters Patent.

Patented May 18, 1909.

Application filed February 20, 1908. Serial No. 416,902.

To all whom it may concern:

Be it known that I, WILLIAM R. BARNEY, a citizen of the United States of America, residing at Tiona, in the county of Warren 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.

This invention relates to a rail joint, and the objects of my invention are, first, to provide a strong and durable connection for the confronting ends of two rails; second, to dispense with the use of nuts and bolts as a fastening medium for splice bars, and third, to provide a simple and inexpensive rail joint that can be easily installed to prevent the lateral and vertical displacement of rails. I attain these objects by a structure that will be presently described and then specifically pointed out in the appended claims.

Referring to the drawings: Figure 1 is a perspective view of a rail joint, constructed in accordance with my invention, Fig. 2 is an end view of my improved connection for rails, and Fig. 3 is a perspective view of the same.

Referring to the drawings in detail, the reference character 5 indicates a pair of rails of known construction and length and between the confronting ends of the said rails 5 is positioned a short rail section 2 with an enlarged web 2^a. The rail section 2 has formed integral with one side thereof a splice bar 1 of a length as to project upon each of the rails 5. The splice bar 1 is formed with a head 1^a and a base 1^b, the head engaging the lower face of the head of each rail 5 and the base 1^b engaging the upper face of the base of each rail 5. The opposite side of the rail section 2 is provided with a coupling arm 3 formed integral at its top with one side of the head of the rail section 2 and also formed integral with one edge of the base of the rail section 2. The inner face of the arm 3 at its lower end extends vertically as at 3^a then inwardly and upwardly at an inclination as at 3^b then vertically as at 3^c then upwardly and inwardly at an inclination as at 3^d so as to conform to the outer face of a splice bar 6. The inner face of the arm 3 in connection with the lower face of the head of the rail 2, one side of the web 2^a and the upper face of the base of the rail section 2 provide an opening 4 through which extends a splice bar 6. The said bar

6 is of a length as to abut against the web and base of each rail 5. The web 2^a of the rail section 2 as before stated is enlarged, the enlargement being intermediate the upper and lower terminus of the web whereby pockets 2^b are provided for the reception of the inwardly extending protuberances 2^c formed on the inner face of the splice bar 6.

The base 7 of each of the rails 5 is provided with notches 8 and 9 and with the notches 9 register notches 10 formed in the base of the splice bar 6. The spikes not shown are adapted to extend through the notches 8 for connecting the rails 5 to a tie not shown. Spikes not shown are driven downwardly through the notches 9 and 10 and engage in a tie not shown and therefore prevent the splice bar 6 from being detached from the rail section 2.

Joints are set up in the following manner, the rails 5 are positioned against the ends of the rail section 2, the splice bar 6 is then passed through the opening 4 to lock the rails 5 against the splice bar 1 to prevent lateral displacement of one rail 5 with respect to the other rail 5, or both rails 5 with respect to the rail section 2. The spikes are then driven to secure the splice bar 6 from displacement longitudinally with respect to the rails 5.

Having now described my invention what I claim as new, is:—

1. The combination with a pair of rails, of a short rail section interposed between confronting ends of said rails, a splice bar formed integral with the web of said rail section at one side thereof and of a length as to engage the webs of said rails, the web of said rail section being enlarged intermediate its ends to provide a pair of pockets, an arm formed integral at one end with the head of said rail section and at its other end with the base of said rail section whereby an opening is provided between the arm and the head web and base of the rail section, and a splice bar extending through said opening and provided with protuberances seated in said pockets, said splice bars preventing lateral displacement of the rails and rail section.

2. The combination with a pair of rails, of a short rail section interposed between confronting ends of said rails, a splice bar formed integral with the web of said rail section at one side thereof and of a length as to engage the webs of said rails, the web of said rail section being enlarged intermediate its

ends to provide a pair of pockets, an arm
formed integral at one end with the head of
said rail section and at its other end with the
base of said rail section whereby an opening
5 is provided between the arm and the head
web and base of the rail section, a splice bar
extending through said opening and provided
with protuberances seated in said pockets,
said splice bars preventing lateral displace-
10 ment of the rails and rail section, and means

whereby that splice arm which extends
through said opening is prevented from lon-
gitudinal displacement.

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

WILLIAM R. BARNEY

Witnesses:

G. BATHURST,
FRED BARNEY.