Oct. 19, 1926.

1,603,628

J. J. MORIARTY

RAILROAD RAIL JOINT

Filed Sept. 13, 1923

Fig. 1.

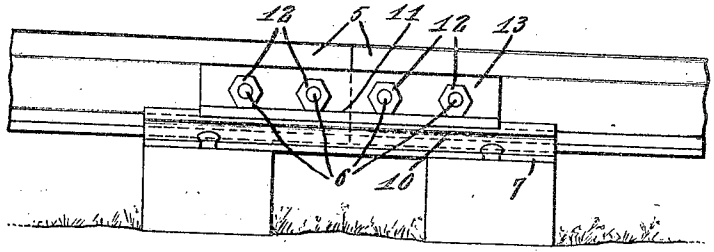


Fig. 2.

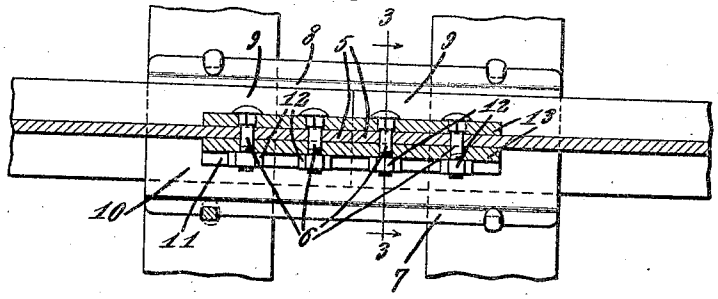
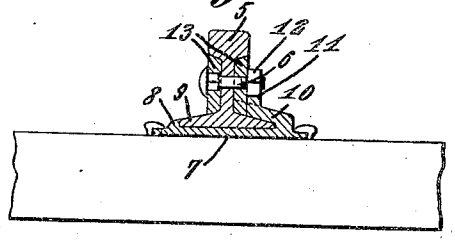


Fig. 3.



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UNITED STATES PATENT OFFICE.

JOHN J. MORIARTY, OF CLEVELAND, OHIO.

RAILROAD-RAIL JOINT.

Application filed September 13, 1923. Serial No. 662,512.

This invention relates to railway rail splice bars, the primary object of the invention being to provide novel means for bracing the adjacent ends of rails to insure against movement of one rail section with respect to the opposite rail section.

Another object of the invention is to provide a splice bar having novel means for locking the nuts positioned on the securing bolts against rotary movement.

A still further object of the invention is to provide a connection of this character that will insure against lateral movement of one rail section with respect to the adjacent section.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed, may be made within the scope of what is claimed, without departing from the spirit of the invention.

Referring to the drawing:

Figure 1 is a side elevational view disclosing the abutting ends of rail sections as connected.

Figure 2 is a longitudinal sectional view through the connected ends of the rail sections.

Figure 3 is a sectional view taken on line 3—3 of Figure 2.

Referring to the drawing in detail, the rail sections are indicated by the reference character 5 which rail sections are of the usual construction and supplied with the necessary bolt openings to receive the securing bolts 6 that are shown as extending therethrough.

The device forming the essence of the invention embodies a bridge section including a one piece solid base 7 formed with a rib 8 extending upwardly therefrom and arranged adjacent to one of the side edges of the bridge section to engage one edge of the base 9 of the abutting ends of rail sections.

Formed integral with the base 7 and extending upwardly and inwardly therefrom, is a flange 10 terminating in an upwardly extended portion 11 adapted to engage one of the side faces of the nuts 12 positioned on the bolts 6, to insure against rotation of the nuts when the ends have been connected.

The splice bars forming a part of the invention are indicated at 13 and are constructed to lie within the cut out portions formed on opposite sides of the web of the rail sections between the tread and base thereof, the lower portion of the side face of one of the bars being engaged by the upwardly extended portion 11 of the flange 10, to further brace the splice bars against movement.

The construction shown and described is one wherein the solid bridge section may be slid in position so that the upper edge of the portion 11 will engage the nuts 12 to lock them against movement after the nuts have been properly positioned to secure the splice bars 13 in position.

From the foregoing it will be obvious that due to this construction, the adjacent ends of rail sections are not only braced against vertical movement with respect to each other, but are held securely against lateral movement when a train is passing thereover.

I claim:—

A railway joint comprising a bridge section including a solid base, a rib extending upwardly from the base and disposed adjacent to one side thereof, to engage one edge of the base of a rail, an inwardly extended flange on the opposite side of the base, and terminating in an upwardly extended portion, splice bars secured to the surfaces of the web of a rail positioned on the bridge section, one of said spliced bars contacting with the inwardly extended flange of the base, bolts extending through the rail and splice bars, nuts on the bolts, and said nuts adapted to engage the upwardly extended portion of the flange.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature.

JOHN J. MORIARTY.