

(No Model.)

A. J. MOXHAM.
RAIL JOINT.

No. 495,988.

Patented Apr. 25, 1893.

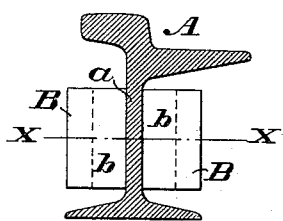


Fig. 1.

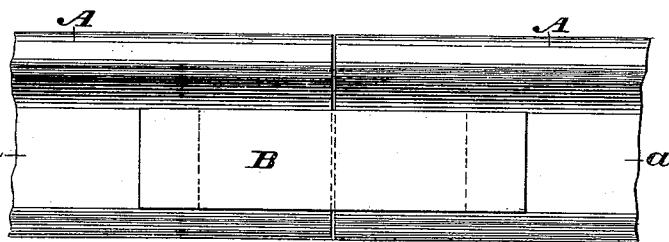


Fig. 2.

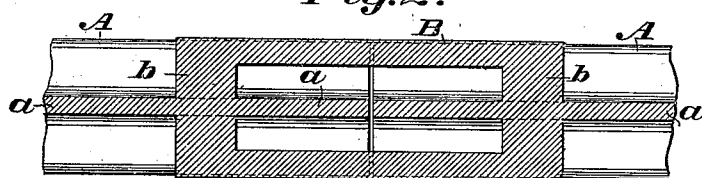


Fig. 3.

Fig. 6.

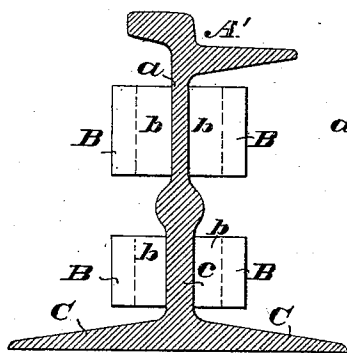
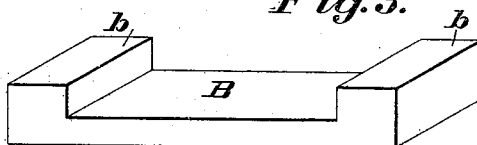


Fig. 4.

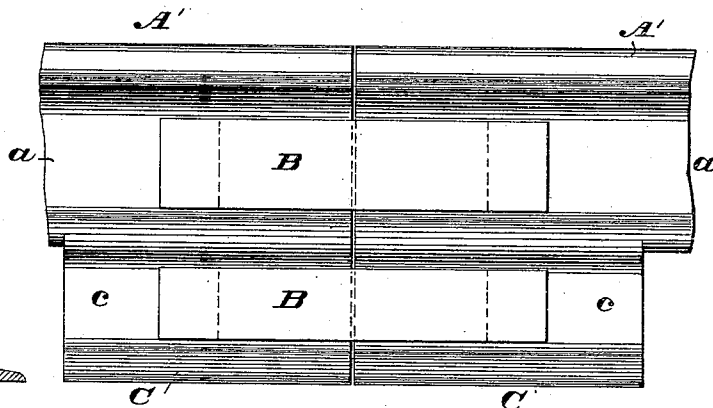


Fig. 5.

WITNESSES:

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ARTHUR J. MOXHAM, OF JOHNSTOWN, PENNSYLVANIA.

RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 495,988, dated April 25, 1893.

Application filed April 27, 1892. Serial No. 430,927. (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 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.

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

In the accompanying drawings, Figure 1 is an end-elevation of my improved rail-joint, the rail being shown in cross-section. Fig. 2, is a side-elevation of Fig. 1, looking from the right. Fig. 3, is a horizontal section taken through Fig. 1 at the line *x, x*. Fig. 4, is an end-elevation of a modified form of rail-joint, embodying my invention. Fig. 5 is a side-elevation of Fig. 4, looking from the right. Fig. 6, is a perspective view of one of the splice-bars, detached.

25 In said figures the several parts are respectively indicated by reference letters as follows:—

The letters A, indicate two contiguous rails, each provided with a web *a*. The letters B, indicate splice-bars, each having inwardly-extending lugs *b*, as clearly shown in Figs. 3 and 6. These lugs when the splice-bars are in position, one on each side of the rails, engage the webs *a* of said rails and are welded thereto or otherwise secured to form an integral union of the parts, said splice-bars spanning the joint.

In Figs. 4 and 5, each rail A', is provided at its end with a chair C preferably welded thereto, said chair having a web *c*. Two splice-bars B, are welded to the webs of the rails above the chairs and two other splice-bars B are welded to the webs of the chairs below the rails.

I do not confine myself to the forms of rail herein shown as it is obvious that my invention may be applied to many other forms of rail.

Having thus fully described my said invention, I claim—

1. A rail-joint consisting of two rails, and two splice-bars provided with inwardly-extending lugs, said rails and bars being integral with each other.

2. The combination of two girder rails with a splice bar, provided with lugs projecting from the body of said splice bar and welded to the webs of the rails.

3. The combination with two girder rails of two splice bars, each provided with lugs projecting from the body of said splice bar and welded to the webs of the rails.

4. The combination of two girder-rails each having a webbed-chair welded at its end; splice-bars welded to the webs of said rails; and splice-bars welded to the webs of said chairs.

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Witnesses:

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