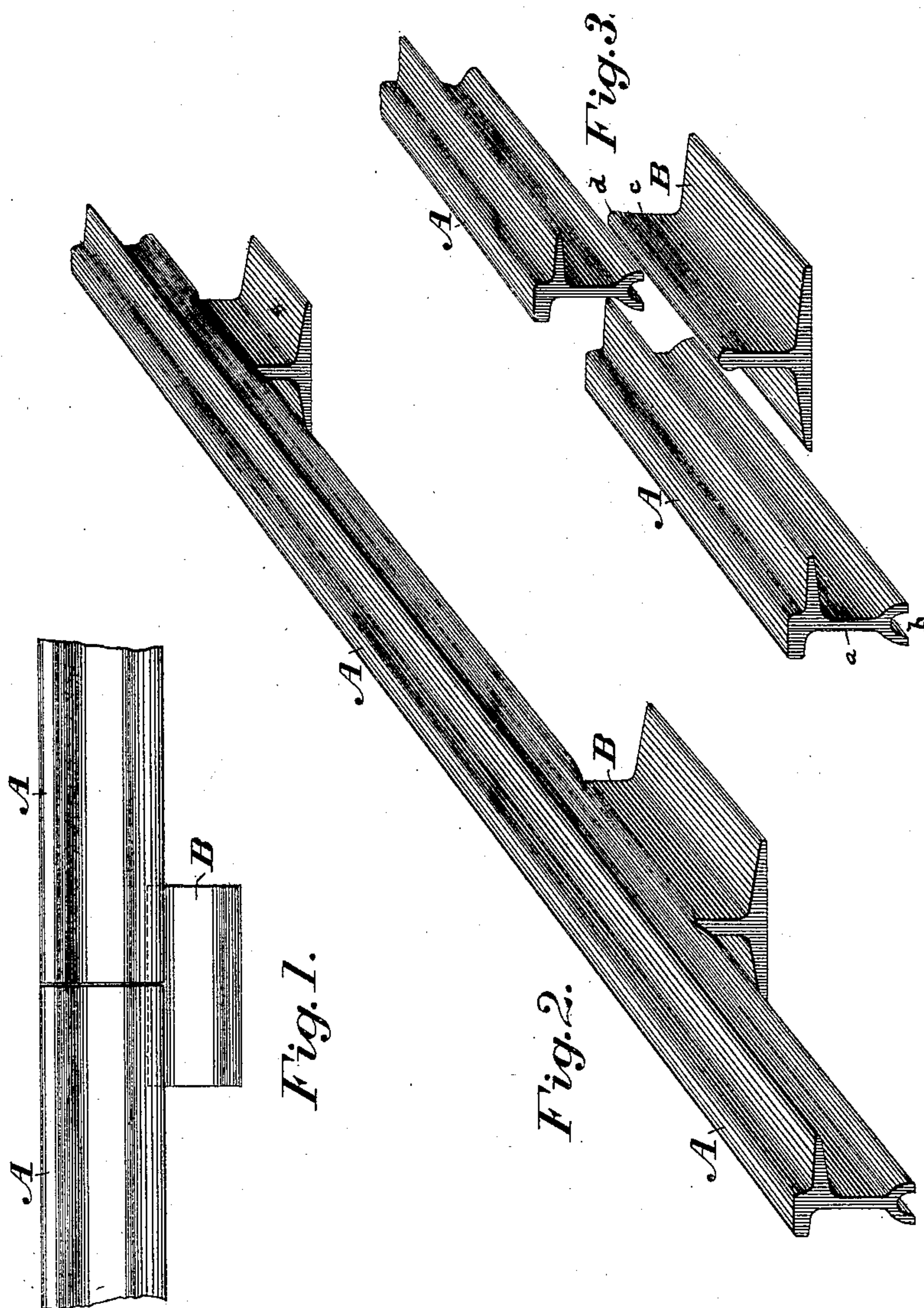


(No Model.)

A. J. MOXHAM.
RAILWAY TRACK.

No. 495,987.

Patented Apr. 25, 1893.



WITNESSES:

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ARTHUR J. MOXHAM, OF JOHNSTOWN, PENNSYLVANIA.

RAILWAY-TRACK.

SPECIFICATION forming part of Letters Patent No. 495,987, dated April 25, 1893.

Application filed April 27, 1892. Serial No. 430,925. (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 Improvement in the Construction of Railway-Tracks, which invention or improvement is fully set forth and illustrated in the following specification and accompanying drawings.

10 The object of this invention is to secure together two railroad rails and a chair so as to form an integral structure.

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

In the accompanying drawings, Figure 1 shows, in side-elevation, two railroad rails and a base or support assembled together in position to be united. Fig. 2 is a view in perspective showing said rails and base or support united so as to form an integral structure, another base or support being also shown integral with said structure. Fig. 3 is a view in perspective showing the rails and base or support separately, previous to being assembled and united.

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

30 The letter A indicates two girder-rails each having a web *a*, and a grooved or bifurcated bottom *b*.

35 The letter B indicates a base or support having a vertical web *c* provided at its top with a bead *d*, adapted to fit into the grooved bottoms of the rails A.

40 The process of making the completed structure is as follows:—Two rails and a base or support are first separately rolled or otherwise formed into the desired shapes. Said three parts are then assembled together as shown in Fig. 1, the ends of the rails abutting, or nearly abutting, each other, and the base or support spanning the point of junction of said rails and fitting into the grooves *b* in the bottoms of the same. The two rails and the

base or support are then welded together or otherwise united so as to form an integral structure as shown in Fig. 2. The welding may be accomplished by means of electricity 50 or any other suitable process or means of welding.

Instead of welding the ends of the rails to each other and to the base or support, the welding between the ends of the rails may be 55 omitted and said rails united by being welded to the base or support only and not to each other.

I do not confine myself to the particular forms of rails and base or support shown, as 60 it is obvious that my invention is applicable to many other forms of such articles. It is also obvious that my invention is applicable to cases where the rails and base or support are part of a switch piece, crossing, frog or 65 other structure as well as to single rails in a straight track.

Having thus fully described my said invention, I claim—

1. The combination of two railroad rails and 70 a base or support, said base or support being in integral union with both of said rails at or near the ends of the same.

2. The combination with two rails having their contiguous ends integrally united, of a 75 base or support integrally united to said rails at or near said ends.

3. The combination of two rails, each having a bifurcated bottom, and a base or support having a portion fitting into said bottoms, 80 said base or support being integral with both of said rails at or near the ends of the same.

4. The combination with two rails having bifurcated bottoms and their ends integrally united, of a base or support having a portion 85 fitting into said bottoms and integrally united to said rails.

ARTHUR J. MOXHAM.

Witnesses:

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A. J. BRYAN.