A. McCAFFERTY.

RAIL CONNECTION.

APPLICATION FILED MAY 6, 1908.

911,837. Patented Feb. 9, 1909.

Fig. 1

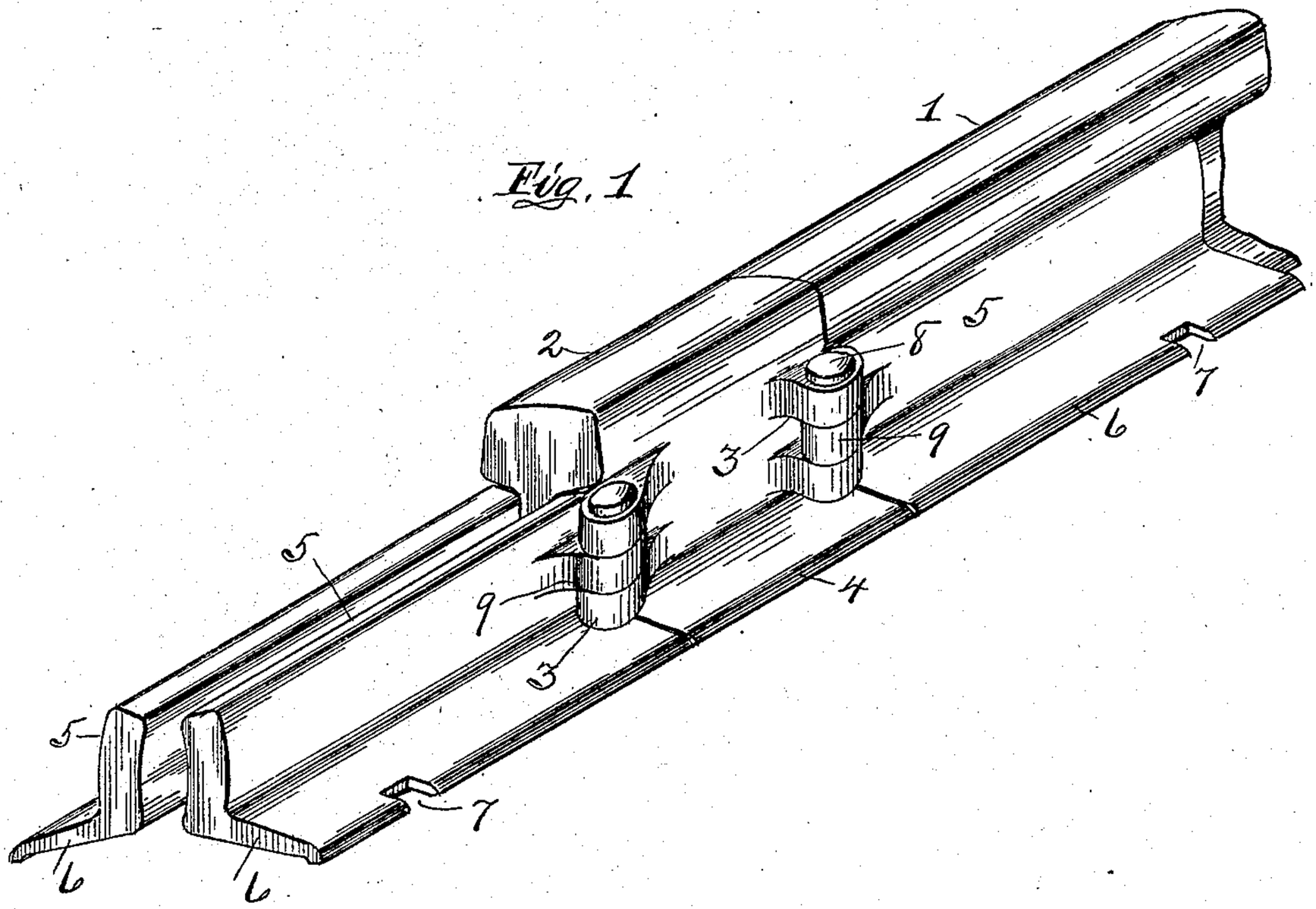
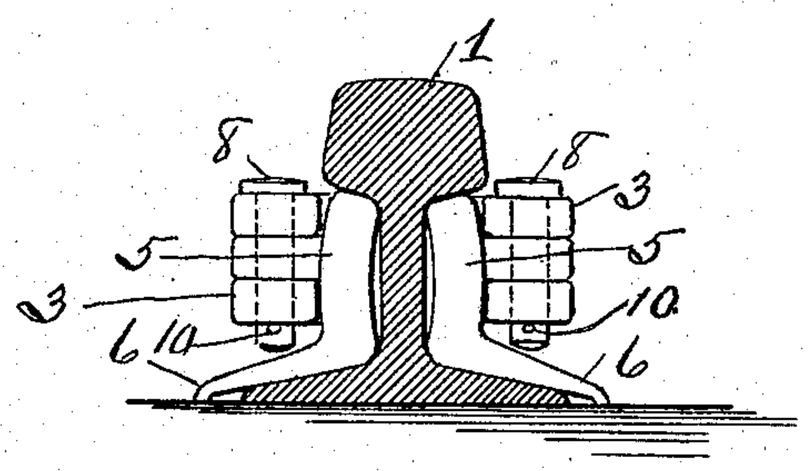


Fig. 2



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RAIL CONNECTION.

No. 911,837. Specification of Letters Patent. Patented Feb. 9, 1909.

Application filed May 6, 1908. Serial No. 431,153.

To all whom it may concern:

Be it known that I, ANDREW McCAFFERTY, a citizen of the United States, residing at Elizabeth, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Rail Connections; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to an improvement in rail connections, the object being to connect the meeting ends of railway rails together without the use of nuts and bolts; and with this end in view, my invention consists in the certain details of construction and combination of parts, as will be fully described hereinafter.

In the accompanying drawings:—Figure 1 is a perspective view of my improved rail connection, the same being constructed and arranged in accordance with my invention, the said view showing a portion of one end of a railway rail in position. Fig. 2 is an end elevation of the same.

To put my invention into practice, and thereby provide a railway rail connection without the use of nuts or bolts, that will be simple in construction, and of a durable nature, I form from suitable metal, a central portion or member 2, the top surface of which corresponds to the tread of the rail, and in fact, forms a short section of the same. Integral with this short section of a rail 2, are outwardly-extending flanges 4 to form a base, the contour and construction of which are such as to form a continuation of the flanges 6, of the splice bars 5. At one or both sides of this rail 2, are formed integral hinge-lugs 3, located at and projecting slightly beyond the ends of said rail section, for the purpose of connecting thereto the splice bars 5. Each of these splice bars comprises an upwardly-extending portion 5, adapted to fit against the sides of the rails, and outwardly-extending flange 6, and a hinge lug 9, which interlocks with the lugs 3 of the rail section 2, the hinge connections being completed by suitable pins 8, having a head at one end, and a small opening for the reception of a cotter-pin 10 at the other.

The flanges 6 of the connection as well as that of the rail section 2 are provided with recesses 7, through which spikes are driven to the ties beneath, which will effectually join the ends of the rails and hold the same in position.

By means of a rail connection, as above described, the rails 1, may be readily removed or replaced by simply withdrawing those spikes passed through the recesses 7, then swinging the splice bars outward about their hinge connections, then removing or replacing the rails and spikes.

It is obvious that but one side of the splice need be provided with the hinged bars, but if desired, the second bar may be formed in the same manner. If but one side is formed with the hinge connections, the second splice bar would be cast integral or welded to the rail section 2.

Various slight modifications and changes may be made in the details of construction without departing from the spirit of the invention. Therefore, I do not wish to confine myself to the exact construction, shown and described, but wish to claim all such modified forms as would come properly within the general scope of the invention.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is:—

The herein described rail connection, comprising a rail section with integral outwardly-projecting flanges, hinge lugs formed on one side thereof, and an integral splice bar opposite to said hinge lugs. said bar adapted to fit against the side of the rails, splice bars hinged to said rail section, said bars adapted to swing outwardly from said rails, and suitable means comprising spikes for holding the splice bars in position, as described.

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

ANDREW McCAFFERTY.

Witnesses:
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