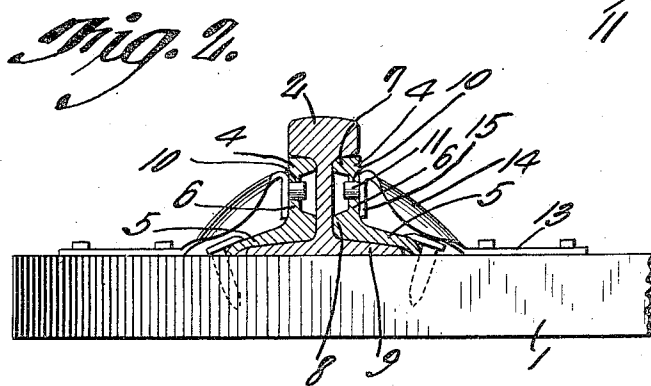
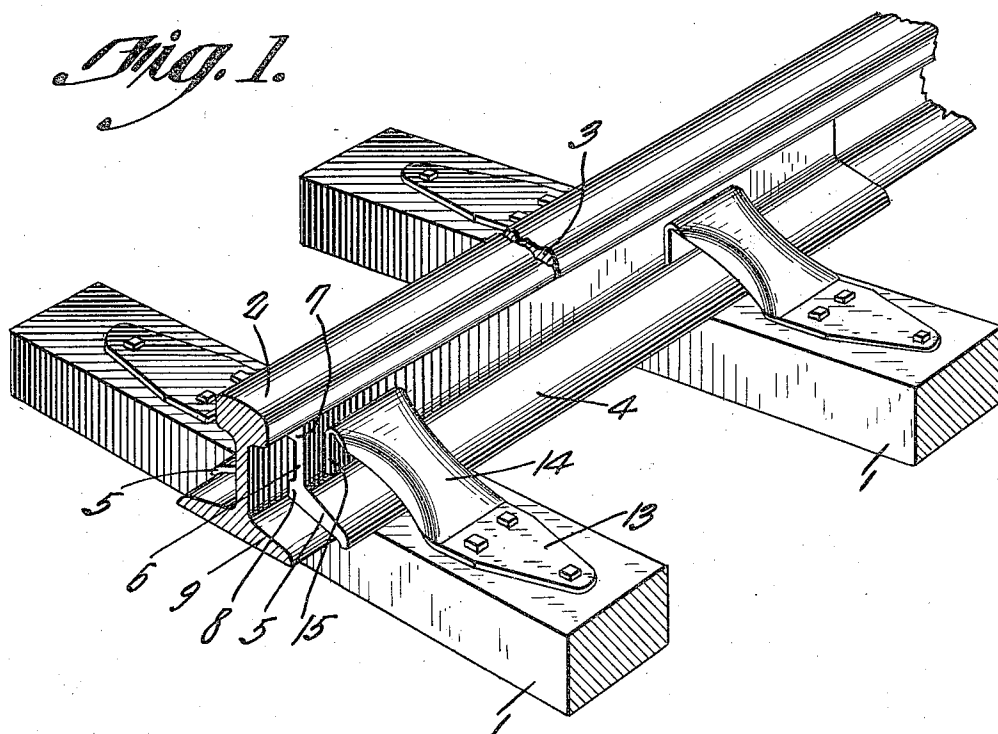


N. P. WALTERS.
RAIL JOINT SPLICE.
APPLICATION FILED NOV. 23, 1912.

1,064,945.

Patented June 17, 1913.



Witnesses

J. Reinein
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UNITED STATES PATENT OFFICE.

NELS P. WALTERS, OF FORT MADISON, IOWA.

RAIL-JOINT SPLICE.

1,064,945.

Specification of Letters Patent. Patented June 17, 1913.

Application filed November 23, 1912. Serial No. 733,160.

To all whom it may concern:

Be it known that I, NELS P. WALTERS, a citizen of the United States, residing at Fort Madison, in the county of Lee and State of Iowa, have invented a new and useful Rail-Joint Splice, of which the following is a specification.

This invention relates to a device for temporarily splicing the broken ends of rails in order that trains may successfully pass thereover and has for an object to provide a device which may be quickly and easily positioned upon broken rail ends and which will hold them in alinement to thereby effect a temporary repair.

A further object is to provide a device which will be cheap to manufacture, easy to assemble and will be composed of a minimum number of parts.

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, can be made within the scope of what is claimed, without departing from the spirit of the invention.

In the drawings accompanying this specification and forming a part thereof, the preferable form of my invention is illustrated, in which:—

Figure 1 is a view in perspective of a broken rail with my improved rail splice positioned thereupon. Fig. 2 is a vertical cross sectional view thereof. Fig. 3 is a detail perspective view of one of the splice plate supporting brackets.

Referring to the drawings in which similar reference numerals designate corresponding parts throughout the several views, 1 are the rail cross ties adapted to support the rail 2 thereabove which is illustrated as being broken at 3.

In order that the broken ends of the rail may be held in alinement, suitable splice plates 4 are positioned upon the sides thereof which plates are somewhat similar in construction to the ordinary fish plates of rail joints. The splice plates are composed of the outwardly extending flange 5 which lies above and in contact with the rail flange 9. The upwardly extending side wall 6 of the splice plate is provided with suitable aper-

tures 10 therein and is spaced a distance from the rail web by means of the longitudinally extending integral lugs 7 and 8 formed therewith. The lug 7 is formed at the upper inner edge of the side wall and the lug 8 is formed at the lower edge thereof. The side wall is thereby held in a plane substantially tangential to the rail head side as will be apparent upon reference to Fig. 2.

Suitable brackets composed of the base plate 13 are adapted to hold the said splice plates in position with the fractured ends of the rail intermediate the ends thereof. These brackets are formed with the base plate 13, the upward and outwardly extending portion 14, the edges of which have been bent inward in order to lend strength thereto. The outermost end of the portion 14 is bent downward to form the vertical face 15 upon which is formed the outwardly extending lug 11 which is adapted to fit within the apertures 10 formed in the splice plates and thereby hold the said splice plates in position in contact with the rail web and beneath the rail head. Suitable apertures are formed in the base plate 13 which allows spikes to be driven therethrough and thereby hold the brackets securely to the cross ties. The splice plates may be held in position by means of the spikes as illustrated in Fig. 2 but it is to be understood in this connection that these spikes are only an additional holding means and are not absolutely necessary to the proper working of my device.

From the foregoing it will be readily apparent that my improved device will effectually effect a splice between the broken ends of a rail and temporarily hold the same in alinement for the successful passing of trains thereover so as not to in any way interrupt the continuity of the train service. When a rail is fractured the broken ends are brought into alinement and my improved splice plate positioned thereon with the broken section intermediate the ends thereof. The brackets are then mounted in position with the lugs 11 extending within the apertures 10 and the base plate then securely spiked or held to the cross tie which will effectually prevent any and all movement of the splice plate which will in turn hold the broken ends of the rail in alinement and thereby effectually present a temporary splice joint therebetween.

Having thus fully disclosed the construction, operation and pointed out the particular advantages of my improved device, what I claim to be new and original with me is:—

5 1. Means for temporarily splicing broken rails comprising, splice plates formed with outstanding flanges, vertical side walls formed integral therewith and having longitudinal lugs formed at the upper and
10 lower edges thereof, said splice plates being adapted to embrace said rail with the fracture intermediate the ends thereof, and brackets with lugs at the upper ends thereof adapted to engage said splice plates to
15 hold the latter securely in position.

2. In a device of the class described, a splice plate formed with an outlying flange, vertical side walls integral with said flange, said side walls being provided with aper-
20 tures therein, brackets formed each with a base plate, and an upwardly extending member formed integral therewith and provided at its end with an outstanding lug adapted to engage said apertures in said

splice plate to thereby hold said splice plate 25
securely in position in contact with the rail web and beneath the rail head.

3. In a device of the class described, a splice plate formed with an outlying flange, a vertical side wall integral with said 30
flange, longitudinal lugs formed integral with said side wall at the upper and lower edges thereof, said side wall being provided with apertures therein, brackets formed with a base plate, and an upwardly extending 35
member formed integral therewith and provided at its end with an outstanding lug adapted to engage said apertures in said splice plate to thereby hold said splice plate
40 securely in position in contact with the rail web and beneath the rail head.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

NELS P. WALTERS.

Witnesses:

UBERTO A. WOOLEVER,
LEON CAMBRE.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."