

DE MONT CARYL.
RAIL SPLICE.
APPLICATION FILED NOV. 7, 1908.

936,217.

Patented Oct. 5, 1909.

Fig. 1

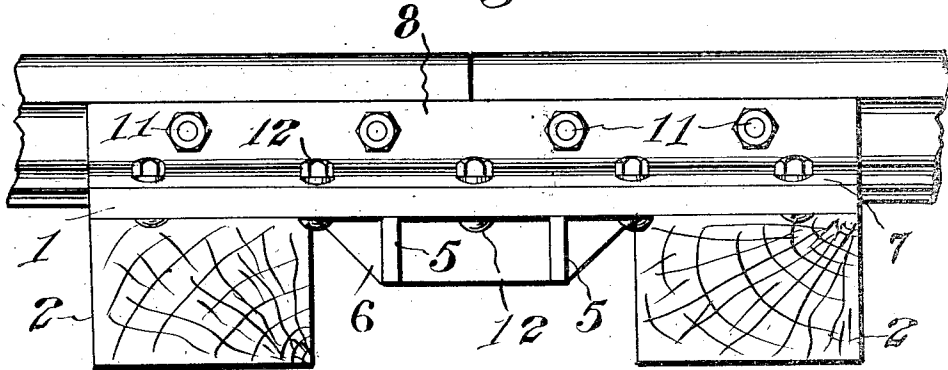


Fig. 2

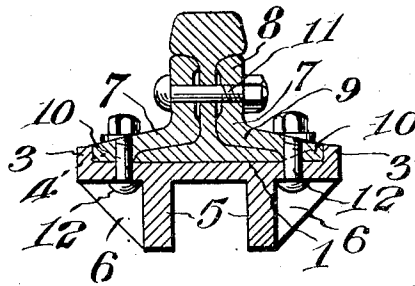
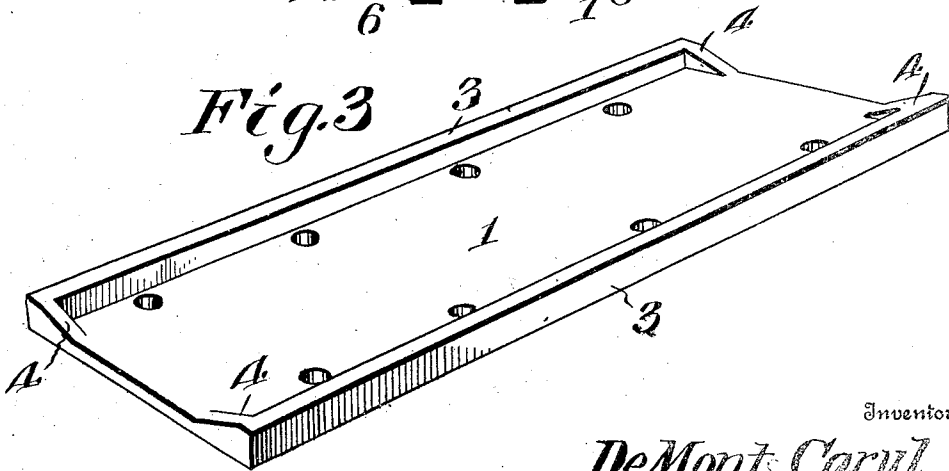


Fig. 3



Witnesses

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UNITED STATES PATENT OFFICE.

DE MONT CARYL, OF WISCOY, NEW YORK.

RAIL-SPLICE.

886,217.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, DE MONT CARYL, a citizen of the United States, residing at Wiscoy, in the county of Allegany and State of New York, have invented new and useful Improvements in Rail-Splices, of which the following is a specification.

The invention relates to an improvement in rail splices, being particularly directed to a construction whereby an absolutely rigid support is provided for the rail ends, which is arranged and constructed to prevent the possibility of independent movement of said rail ends in any direction.

The main object of the present invention is the provision of a rail splice including a base plate designed to underlie the rail ends with which is combined angle plates designed to be secured to the rail ends and having a rigid and substantial bearing on and connected to said base plate.

The invention will be described in the following specification, reference being had particularly to the accompanying drawings, in which:—

Figure 1 is a broken side elevation illustrating the construction and application of my improvement. Fig. 2 is a transverse section of the same. Fig. 3 is a perspective view of the base plate.

In the accompanying drawings, wherein is shown the preferred form of the invention, 1 indicates the base plate of the improved rail splice, which plate includes a section of uniform thickness and having a length adapting the plate to be supported upon two spaced ties, as 2, and a width exceeding that of the base flanges of the rails. The side or longitudinal edges of the plate are preferably formed with upwardly extending flanges 3, while the end edges are formed with short brace flanges 4. As the base plate is supported upon the spaced ties there is provided an intermediate portion of said plate which is free of connection with the ties, and in this intermediate portion I provide truss ribs 5 extending longitudinally of the plate throughout said intermediate portion and arranged in spaced relation as shown. The trusses 5 may, if desired, be braced by lateral brace ribs 6 arranged at proper intervals and preferably extending to the side edge of the plate.

If the plate is constructed by rolling, the truss ribs 5 may be in the form of depending ribs which are subsequently cut to form the

uninterrupted lower surfaces of the base plate for contact with the ties, while in the event the base plates are cast I prefer to form the truss ribs as shown and also the brace ribs 6.

In connection with the base plate 1 I use what I term angle plates which are approximately equal in length with the length of the base plate and shaped to provide portions 8 to bear against the webs of the rails and angular portions 9 to bear against the base flanges of the rails. Beyond the portions 9 the angle plates include a section 10, which forms an extension of the portions 9 and is so shaped on its lower surface as to bear throughout its length and width on the base plate 1 when the rails are in position thereon. It would, of course, be understood that with the angle plates secured to the respective rail ends the outermost edges of the sections 10 of each angle plate are spaced apart a distance corresponding to the distance between the flanges 3 of the base plate so that said edges of the section 10 will, when in position, bear against said flanges. The length of the angle plates is such that the ends of said portions 10 will bear against the brace flanges 4. In other words the sections 10 of the angle plates will set within the flanges 3 and 4 of the base plate and bear throughout their lengths directly on the upper surface of the base plate. Bolts 11 are arranged to secure the angle plates to the rails in the usual manner, while bolts 12 are adapted to pass through the sections 10 of the respective angle plates and engage suitable openings in the base plate. It is, of course, understood that any desired number of bolt openings may be formed in either part and this particular construction forms no material feature of the present invention as I contemplate the use of that number of bolts which will be most effective in resisting the strain to which the parts are subjected in use.

It is to be particularly noted that the sections 10 of each angle plate provide a comparatively large surface which bears directly upon and contacts throughout its length and width with the upper flange surface of the base plate, so that with the angle plates in position a rigid and substantial bearing is provided, whereby to maintain the meeting ends of the rails fixed against any independent movement tending to move them out of alinement.

Having thus described the invention, what is claimed as new, is:—

A rail splice including a base plate, angle plates adapted to be connected with the rail ends and bear upon said base plate, said angle plates having base plate engaging portions of a thickness exceeding any other portion of the angle plate adapted to bear throughout its length and width on the base plate, and means for securing the base plate engaging portions of the angle plates to the base plate, said base plate being formed with side flanges to engage the free edges of the

base plate engaging portions of the angle plates and with end flanges against which the ends of the angle plates are adapted to bear, said base plate being formed with longitudinally extending spaced truss ribs depending from its lower surface. 15

In testimony whereof I affix my signature in presence of two witnesses. 20

DE MONT CARYL.

Witnesses:

W. F. LOUGHLIN,
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