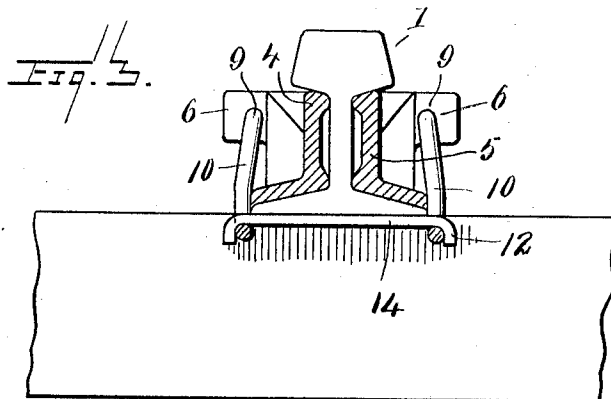
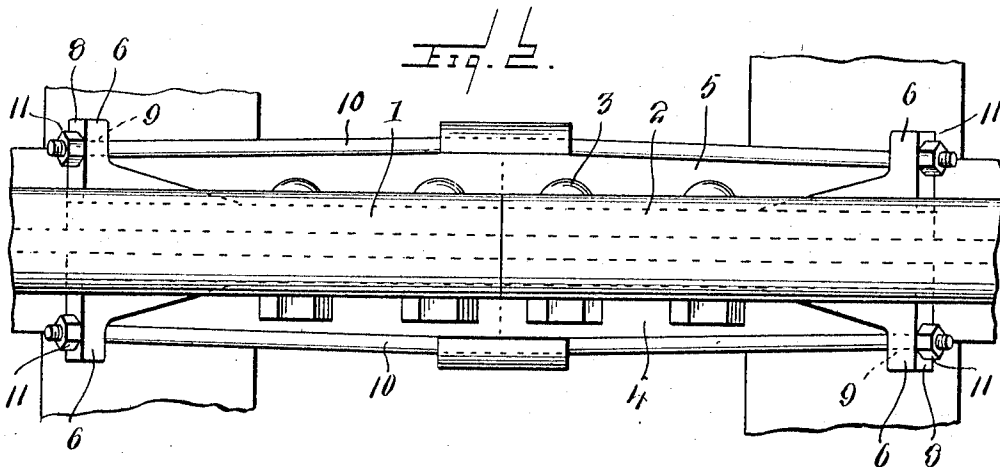
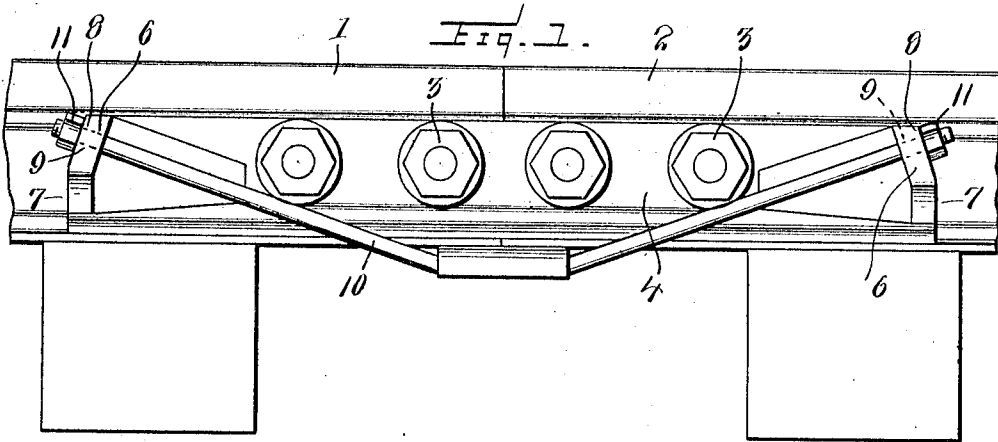


P. O. HAUSE.
RAILROAD SPLICE.
APPLICATION FILED JUNE 18, 1912.

1,055,170.

Patented Mar. 4, 1913.



Witnesses
E. Q. Ruppert.
E. Edwards.

Inventor
Percy O. Hause
By Victor J. Evans
Attorney

UNITED STATES PATENT OFFICE.

PERCY O. HAUSE, OF MIFFLINBURG, PENNSYLVANIA.

RAILROAD-SPLICE.

1,055,170.

Specification of Letters Patent.

Patented Mar. 4, 1913.

Application filed June 18, 1912. Serial No. 704,395.

To all whom it may concern:

Be it known that I, PERCY O. HAUSE, a citizen of the United States, residing at Mifflinburg, in the county of Union and State of Pennsylvania, have invented new and useful Improvements in Railroad-Splices, of which the following is a specification.

This invention relates to rail joints and the object of the invention is the provision of a simple and efficient device of this character adapted to take the place of the ordinary fish plate now in use and which will effectively support the ends of the rail where they abut each other and will distribute the stress or strain caused by heavy trains on the ends of the rail over a considerable area.

Further objects of this invention will appear as the following specific description is read in connection with the accompanying drawing, which forms a part of this application, and in which:—

Figure 1 is a side elevation. Fig. 2 is a top plan view. Fig. 3 is a central transverse section.

Referring more particularly to the drawing, 1 and 2 represent separate ends of the rails to be connected which are apertured as is usual to receive the connecting bolts 3 which pass through the webs of the rail. These bolts hold against the sides of the rail between the head and base flanges thereof connecting members 4 and 5, each of which is provided with outstanding lugs 6 arranged adjacent the ends of the members. Each lug comprises a vertical wall 7 and an angular wall 8 through which an aperture 9 is formed adapted to receive one end of a stay bolt or strut 10. The walls 8 of the lugs are arranged so as to be at direct right angles to the bolt 10 so that the adjusting nuts 11 thereon will seat flat against the same. From the walls 8 and 7, each lug tapers inwardly to merge gradually into the member upon which it is formed.

The connecting portion of each strut 10

or, in other words, the intermediate portion between its ends, is engaged beneath downturned ends 12 formed on a plate 14 which is arranged under the base flange of the rails 1 and 2 and across the joint between the same. This plate has a length slightly greater than the width of the base flanges of the rails, the width between the apertures 9 of the opposite lugs 6 being slightly narrower so that the diagonal struts on opposite sides of the rail extend diagonally of the rail in a vertical direction and away from each other toward their centers, thereby causing the rods 10 and plates 4 and 5 to be held firmly in engagement with the sides of the rail. These struts also distribute the pressure brought to bear at the junction of the rails over the two ties shown on opposite sides of the junction. The plate 14 also keeps the tread surface of the rails in exact alinement, thereby preventing low joints and smashed ends.

Having thus fully described the invention, what I claim as new is:—

In combination, rail ends to be connected, fish plates secured upon opposite sides of the rails and having flanges to overlie the base flanges of said rails, lugs projecting from the ends of each fish plate and having apertures therein, the apertures of opposite lugs being spaced a distance apart less than the distance between the side edges of the fish plate flanges, a plate arranged beneath and across the joint between the rails and having downwardly hooked ends, and strut rods extending through the apertures of each of the lugs outwardly and downwardly to engagement beneath the hooked ends of the plate, whereby the plate is supported beneath the rails and the rods engage the fish plate flanges.

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

PERCY O. HAUSE.

Witnesses:

OLIVER J. RANCK,
A. E. RANCK.