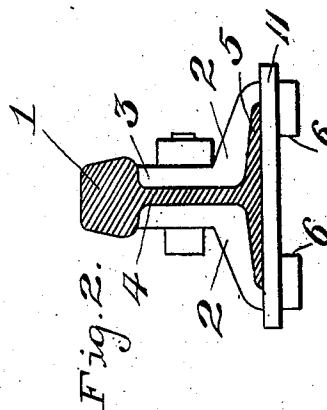
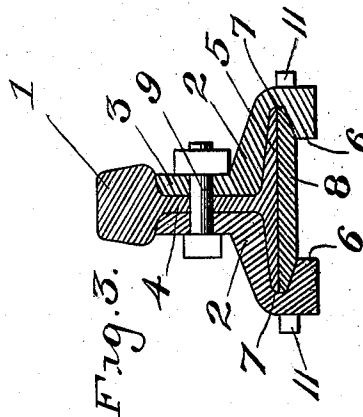
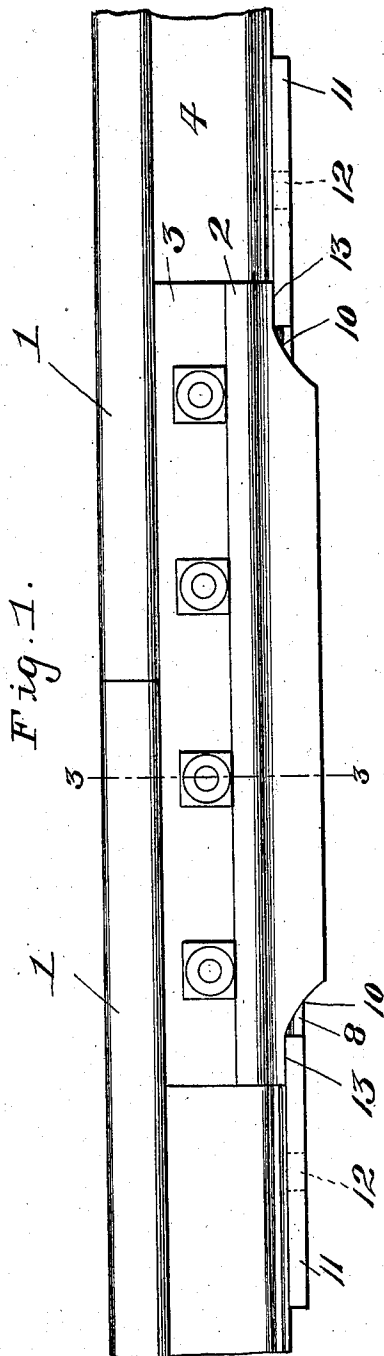


No. 858,882.

PATENTED JULY 2, 1907.

W. H. LEWIS.
RAIL SPLICE.

APPLICATION FILED MAR. 8, 1907.



Inventor

William Henry Lewis,

By Victor J. Evans

Attorney

Witnesses
J. L. Wright.
J. B. Meyer

UNITED STATES PATENT OFFICE.

WILLIAM HENRY LEWIS, OF SYLVESTER, GEORGIA.

RAIL-SPLICE.

No. 858,882.

Specification of Letters Patent.

Patented July 2, 1907.

Application filed March 8, 1907. Serial No. 361,340.

To all whom it may concern:

Be it known that I, WILLIAM HENRY LEWIS, a citizen of the United States of America, residing at Sylvester, in the county of Worth and State of Georgia, have invented new and useful Improvements in Rail-Splices, of which the following is a specification.

This invention relates to rail splices, and one of the principal objects of the same is to provide simple and reliable means for uniting the abutting ends of railway rails, and to prevent spreading or creeping of the rails.

Another object of the invention is to provide a combined fish plate and chair for the rail ends, and a plate adapted to be secured to the ties and engage the combined fish plates and chair to prevent the rails from creeping.

These and other objects may be attained by means of the construction illustrated in the accompanying drawings, in which:

Figure 1 is a side elevation of a rail splice made in accordance with my invention. Fig. 2 is an end view of the rail splice, the rail being shown in section. Fig. 3 is a sectional view on the line 3—3, Fig. 1.

Referring to the drawing for a more particular description of my invention, the numerals 1, 1, designate the end portions of the abutting rails, and 2 is the fish plate and chair comprising two members, each having a vertical flange 3 adapted to fit the sides of the rail web 4, and to bear at the upper end against the tread surface of the rail, and at the lower portion against the base flange 5 of the rail. Inwardly extending lugs 6 are formed on the lower portions of the chair, and a recess 7 is provided above the lugs for a tie plate 8. The combined fish plates and rail chair are secured to the web of the rail by means of bolts 9 in the usual manner. The ends of the rail chair are cut away, as

at 10, and the outer ends of the tie plate 8 are enlarged, as at 11, and provided with spike holes 12 through which the spikes are driven for securing the tie plate to the ties, the inner portions of the tie plate engaging the shoulder 13 on the ends of the chair, as shown more particular, in Fig. 1, thus preventing endwise movement of the chair relatively to the tie plate.

From the foregoing it will be obvious that a rail splice made in accordance with my invention will firmly hold the rail ends in place, and will not permit spreading or creeping of the rails.

My rail splice is simple in construction, requires no change in the rail ends, can be quickly applied, and will firmly hold the rails in position, against movement in any direction. My rail splice also prevents one of the rail ends from sinking or dropping below the other which is the cause of pounding or jarring of the rolling stock in passing over the rails.

Having thus described the invention, what I claim is:

A rail splice comprising fish plates adapted to fit the sides of the rail, web and the top of the base flange of the rail, said fish plates being provided with inwardly extending lugs forming a recess above them for the base flange of the rail, and a flat tie plate extending under the base flange of the rail and provided with enlargements adapted to be spiked to the ties, the end portions of the lugs being cut away and provided with a shoulder at each end to rest upon the top of the enlarged ends of the tie plate to prevent relative endwise movement, substantially as described.

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

WILLIAM HENRY LEWIS.

Witnesses:

J. R. RUTLAND,
P. BROOKS FORD.