

(No Model.)

W. J. WILLIAMS.
RAILWAY RAIL SPLICE.

No. 493,802.

Patented Mar. 21, 1893.

Fig. 1.

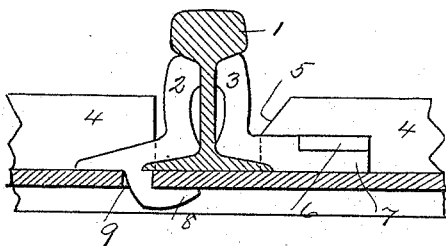
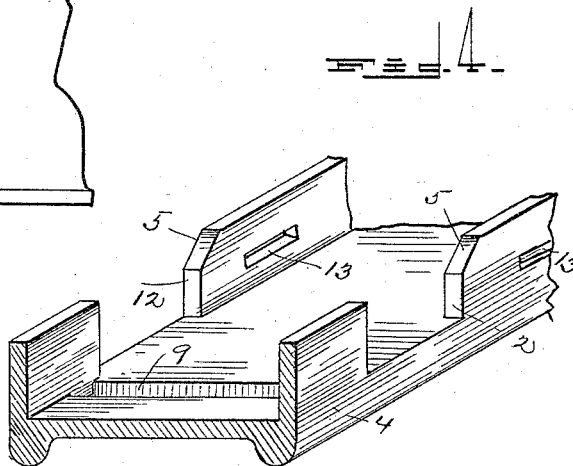
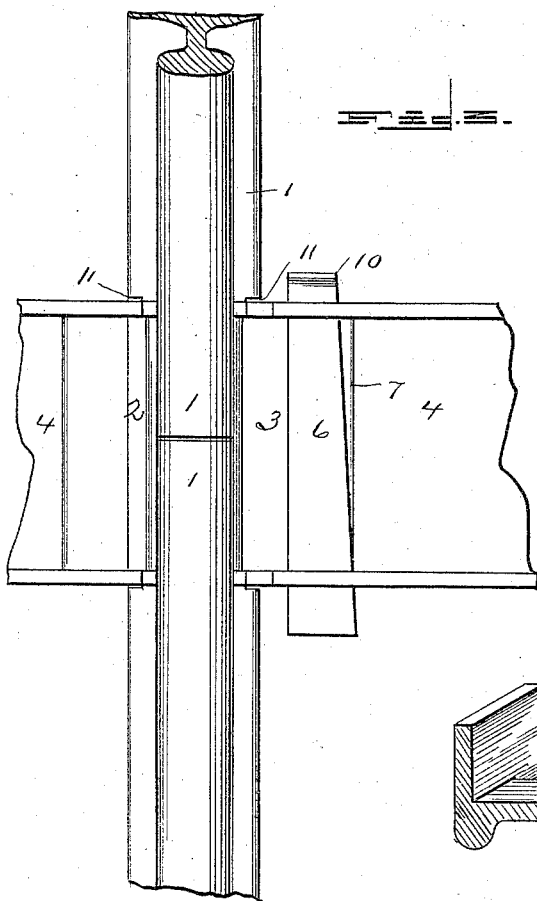
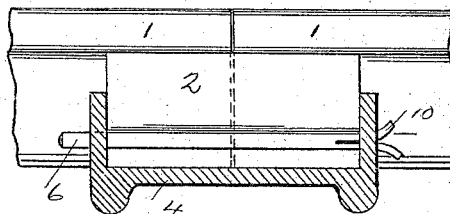


Fig. 2.



Witnesses:

M. E. Harrison.
J. A. Arrow.

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UNITED STATES PATENT OFFICE.

WILLIAM J. WILLIAMS, OF PITTSBURG, PENNSYLVANIA.

RAILWAY-RAIL SPLICE.

SPECIFICATION forming part of Letters Patent No. 493,802, dated March 21, 1893.

Application filed March 28, 1892. Serial No. 426,809. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM J. WILLIAMS, a citizen of the United States, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Railway-Rail Splices; and I do hereby 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 pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to an improved railway rail splice, and consists in certain details of construction, and combination of parts as will be fully described hereinafter.

In the accompanying drawings, Figure 1 is a sectional end elevation of my improved railway rail splice, which is constructed in accordance with my invention. Fig. 2 is a side sectional elevation of the same. Fig. 3 is a plan view. Fig. 4 is a perspective view of the base piece of the splice.

To construct a railway splice in accordance with my invention, I provide a metallic tie plate 4, having reinforcing portions along the lower edges, and upwardly extending flanges at right angles therewith, and extending in the direction of the length of the said tie plate 4. Formed in this tie plate 4, is an opening 9 which extends transversely from one flange to the other, and is adapted to receive a lug 8, formed on one of the side plates 2. A part of the side flanges are removed leaving an opening 12, and the inner edges 5 of the opening beveled, to admit of placing the side plate 2, and rails 1 in position. Formed through the said flanges are two openings, 13 which are adapted to receive a wedge 6, having a split end 10, for the purpose of locking the

same in position. The side plate 2, placed at the outside of the rail 1, is provided with an under hook or lug, 8, which passes down through the opening 9, and engages with the under side of the plate 4. The other side plate 3, which is placed at the inside of the rail 1, is provided with an extension 7, having a recess formed across the top face, which receives the wedge 6. The rails 1, are each provided with recesses 11, which engage with the flanges of the plate 4, and prevent the rails from moving endwise.

To arrange the several parts of this splice in position, the rails 1 are placed in the opening 12 after first placing the side plate 2, in position. The other side plate 3 is moved in position, and the wedge driven in place and the split end bent for the purpose of locking the same.

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

The combination with the recessed rails 1, 1, and tie-plate 4, provided with the integral reinforcing portions along its lower edges, and the upwardly extending flanges at right angles therewith and extending in the direction of the length of said tie-plate, of the side-plate 2, having the lug 8, extending beneath the tie-plate 4, the side-plate 3, placed at the inside of the rail and provided with an extension 7, having a recess formed across its top face and the wedge 6, having the split end 10, substantially as specified.

In testimony that I claim the foregoing I hereunto affix my signature this 10th day of March, A. D. 1892.

WILLIAM J. WILLIAMS. [L. S.]

In presence of—

JAS. J. McAFEE,
M. E. HARRISON.