

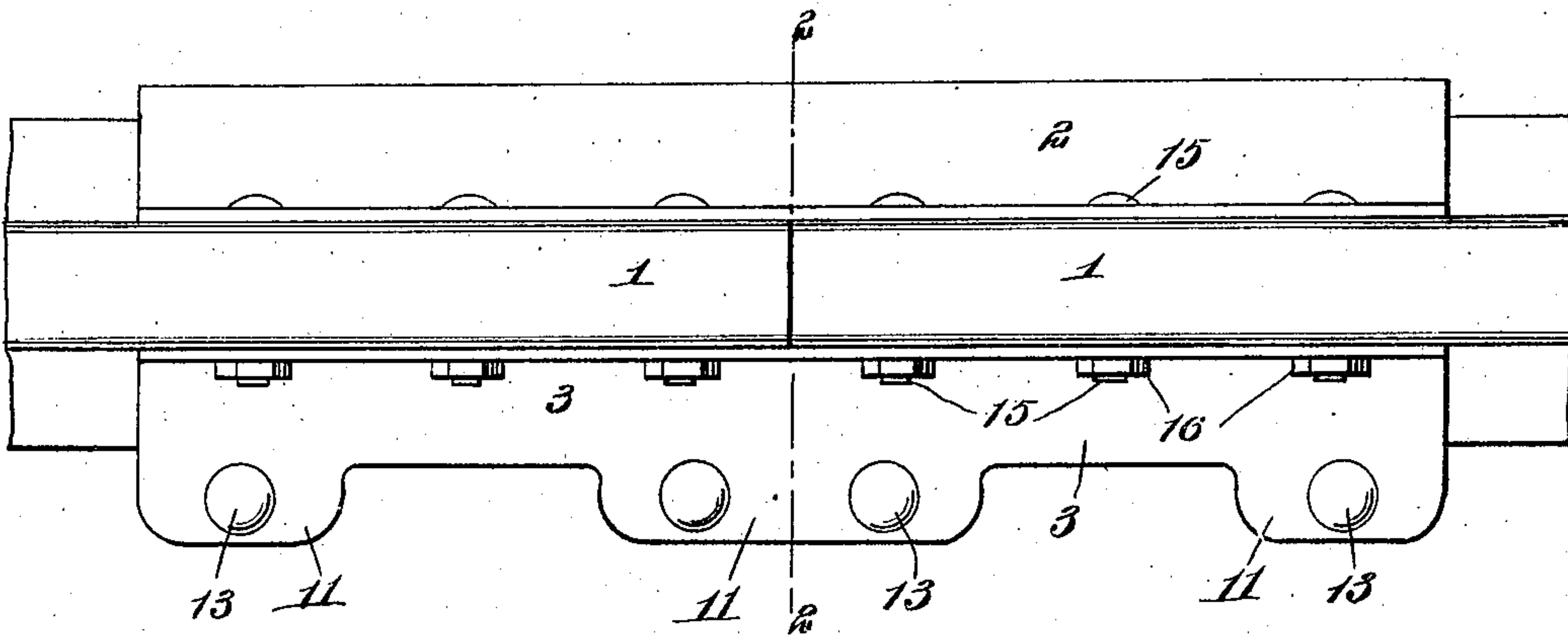
No. 847,227.

PATENTED MAR. 12, 1907.

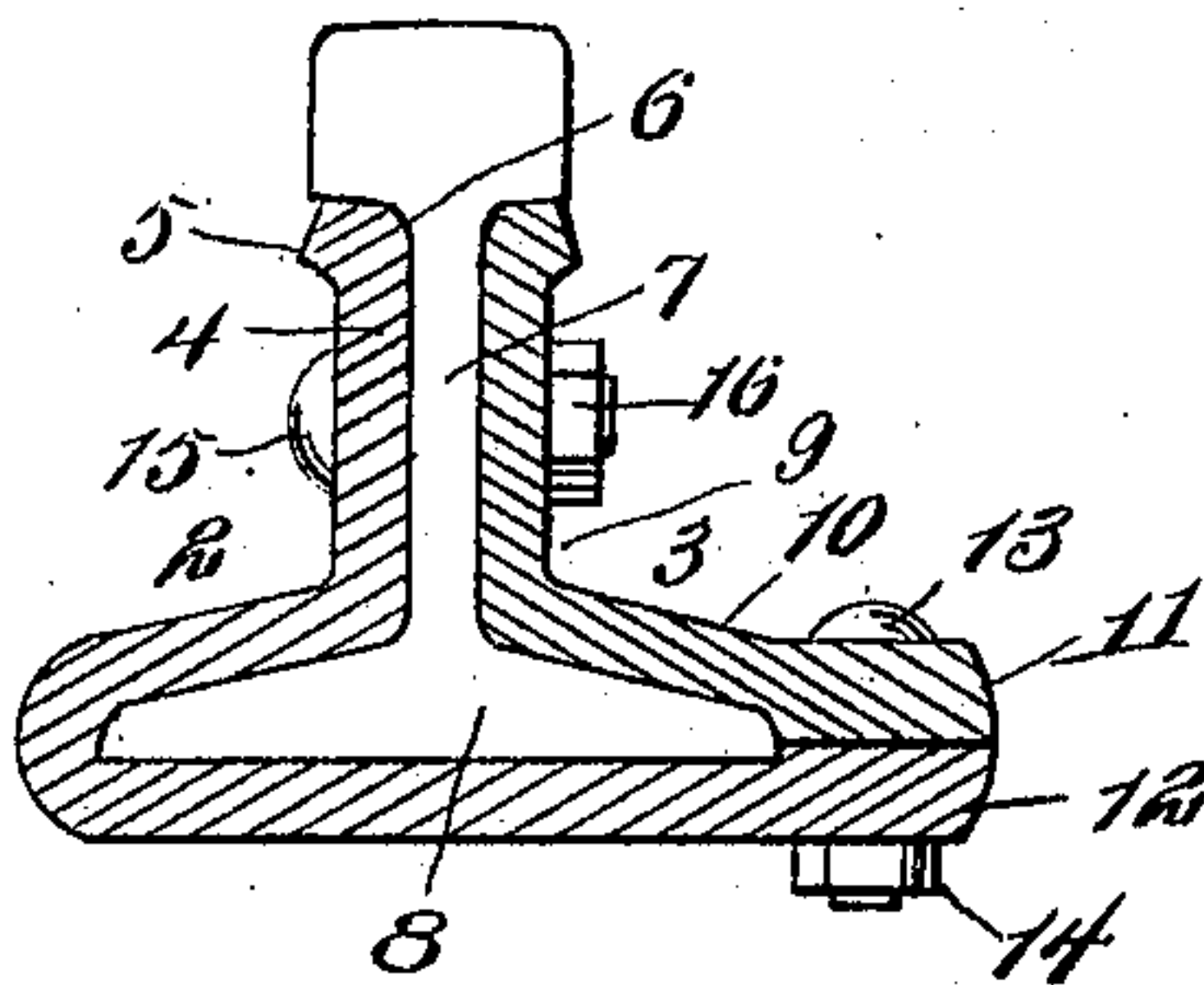
C. BIGENHO.  
RAIL SPLICE.

APPLICATION FILED SEPT. 29, 1906.

*Fig. 1.*



*Fig. 2.*



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# UNITED STATES PATENT OFFICE.

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## RAIL-SPLICE.

No. 847,227.

Specification of Letters Patent.

Patented March 12, 1907.

Application filed September 29, 1906. Serial No. 336,693.

*To all whom it may concern:*

Be it known that I, CHRISTOPHER BIGENHO, a citizen of the United States, residing at Verona, in the county of Allegheny and State of Pennsylvania, have invented new and useful Improvements in Rail-Splices, of which the following is a specification.

This invention relates to splices for the meeting ends of railway-rails; and one of the principal objects of the device is to provide a splice-bar of simple construction which will reliably hold the meeting ends of the rails together and will prevent the spreading or displacement of the rails or splice-bar.

Another object of the invention is to provide a two-part rail-splice with means for securing the two parts together outside the flanges of the rails.

These and other objects are attained by means of the construction illustrated in the accompanying drawing, in which—

Figure 1 is a plan view of the meeting ends of two railway-rails secured together by a splice-bar made in accordance with my invention. Fig. 2 is a vertical sectional view on the line 2 2 of Fig. 1.

Referring to the drawing for a more particular description of my invention, the numerals 1 designate the two meeting ends of the railway-rails, and 2 is the main portion of the splice-bar, the numeral 3 designating the other member of the same. The member 2 of the splice-bar consists of a plate provided with a vertical flange 4, the upper edge of which is bent outward to form an outwardly-projecting bead 5, the rounded inner surface 6 of which fits against the lower surface of the tread portion of the rail at the point of junction between said tread portion and the web 7. From the flange 4 the member is extended outward around the base-flange 8 of the rail and across the bottom thereof and terminating at the opposite side of the flange of the rail. The other member 3 of the splice is provided with a flange 9, identical in construction with the flange 4, but oppositely disposed, and extending from said flange is an outwardly-projecting portion 10, which also terminates substantially in line with the outer edge of the flange 8. Lugs 11 are formed on the member 3, and similar lugs 12 are formed on the terminal edge of the plate 2, said lugs having registering bolt-holes, and bolts 13 being passed through said holes and fitted with nuts 14 for securing the two members together, said lugs 11 12 extending be-

yond the outer edge of the flange 8. Bolts 15 extend through the flanges 4 and 9 and through the web 7 of the rail, said bolts being provided with nuts 16.

From the foregoing it will be obvious that a splice made in accordance with my invention may be quickly secured to the meeting ends of the rails and will be firmly held together by means of the bolts 13, passing through the laterally-extending lugs 11 12 on the members 2 3, and that the bolts 15 passing through the members and through the web of the rail will prevent spreading or displacement of said rail ends.

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

1. A splice for the meeting ends of rails comprising a member having a vertical flange fitted to the side of the web of the rail and under the tread-surface of said rail, said member extending from said flange over the side edge of the rail-flange and under the bottom thereof and terminating at a point substantially in line with the opposite edge of said flange, a member fitted to the opposite side of the rail and provided with a similar vertical flange, an outwardly-extending portion terminating in line with the outer edge of the rail-flange, said two members provided each with outwardly-extending registering lugs having registering bolt-holes therein, and bolts for securing said members together.

2. A splice-bar for railway-rails comprising two members, one of which is provided with a vertical flange having an outwardly-extending upper end to bear against the lower surface of the tread portion of the rail and against the web thereon and a portion extending around the flange of the rail and under the same to the opposite side thereof, and the other member comprising a vertical flange, and an outwardly-extending portion, said members having registering lugs extending outward and provided with registering bolt-holes, bolts passing through said holes, on a line beyond the outer edge of the rail-flange, bolts passing through the vertical flanges of the members and through the web of the rail, and nuts fitted to the bolts.

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

CHRISTOPHER BIGENHO.

Witnesses:

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