

(No Model.)

J. TEARNEY & J. T. O'CONNELL.
SPLICE BAR FOR RAILWAY JOINTS.

No. 516,665.

Patented Mar. 20, 1894.

Fig. 1.

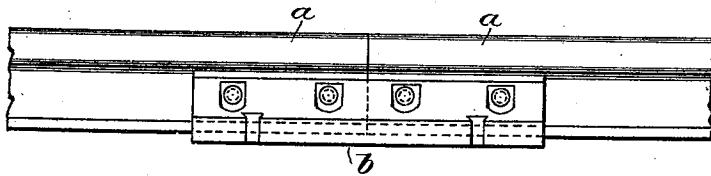


Fig. 2.

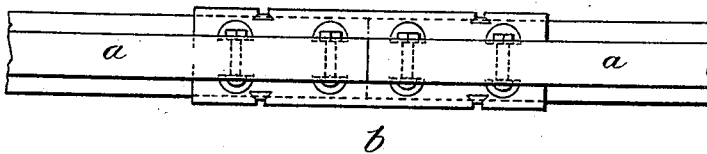


Fig. 3.

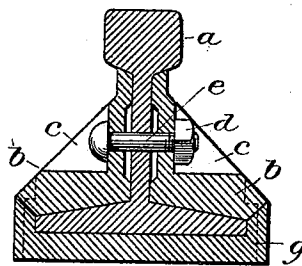


Fig. 4.

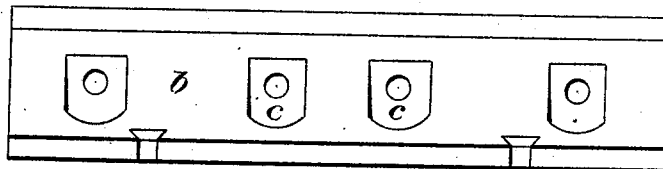


Fig. 5.

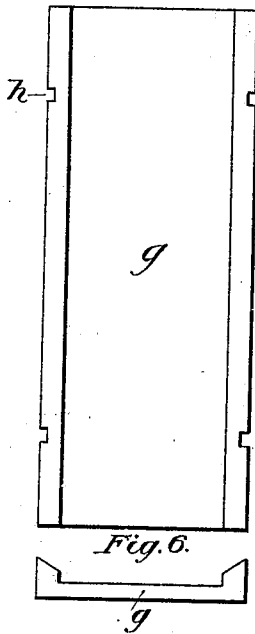


Fig. 6.

Witnesses:

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UNITED STATES PATENT OFFICE.

JOHN TEARNEY AND JAMES T. O'CONNELL, OF MCKEE'S ROCKS, PENNSYLVANIA.

SPLICE-BAR FOR RAILWAY-JOINTS.

SPECIFICATION forming part of Letters Patent No. 516,665, dated March 20, 1894.

Application filed October 12, 1893. Serial No. 488,009. (No model.)

To all whom it may concern:

Be it known that we, JOHN TEARNEY and JAMES T. O'CONNELL, citizens of the United States, residing at McKee's Rocks, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Splice-Bars for Railway-Joints; and we 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, in which—

Figure 1 indicates an elevation of two rails, showing application of our splice bar. Fig. 2 is a plan of same. Fig. 3 is a section through one of the bolt holes. Fig. 4 is an elevation of one of the splice bars. Fig. 5 is a plan of the base or retaining plate. Fig. 6 is an end view of same.

Our invention relates to devices adapted to secure the ends of rails in railway track, and commonly called spliced bars; and consists of the novel construction and arrangement of parts hereinafter described, reference being had to the accompanying drawings forming part hereof in which like letters indicate like parts wherever they occur.

Referring to said drawings, *a— a* are two rails, the ends of which are secured by splice bars *b— b* one on either side the same; the inner sides of said bars are vertical but slightly concave in the middle, the bottom thereof conforming in contour with the flange of the rail, and the outer side being inclined and provided with recesses *c— c* in which the nuts *d— d* and the heads of the bolts *e— e* securing said bars and rails, are recessed. Said rails at the point of their connection are seated in the base plate *g* which is provided with

notches *h* on the sides of the same for spikes whereby said plate may be secured to the ties.

Some of the advantages of our splice bar are: First. The efficiency of the joint, the greatest strength being secured at the point where said rails are secured. Second. The outer surface of said bars being inclined and the nuts and heads of the bolts employed being recessed therein the danger of cutting the same off in case of derailment is reduced to a minimum. Third. The web of the rails being seated in the base plate not only adds rigidity to the joint but in the event of a fracture of the bars serves to maintain the same temporarily.

Having described our invention, what we claim, and desire to secure by Letters Patent, is—

1. As a new article of manufacture a splice bar the inner sides of which are vertical, the bottom conforming with the upper sides of the flange of the rail and the outer side inclined and provided with recesses for the reception of the nuts and heads of the bolts substantially as described.

2. In a railway joint the combination of two splice bars having inclined outer sides and provided with recesses for the reception of the nuts and the heads of the bolts; the rails secured thereby and the recessed base or retaining plate substantially as and for the purpose described.

In testimony that we claim the foregoing we hereunto affix our signatures this 27th day of September, A. D. 1893.

JOHN TEARNEY. [L. s.]
JAMES T. O'CONNELL.

In presence of—
W. H. WATSON,
JAS. J. MCAFEE.