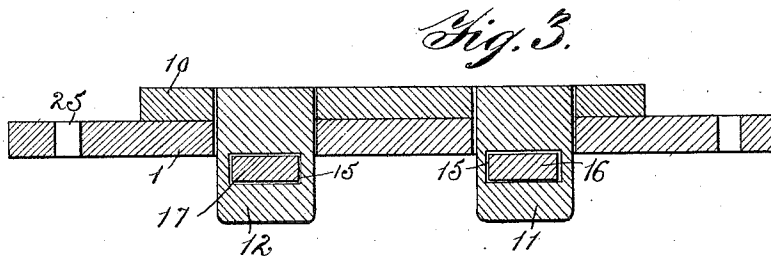
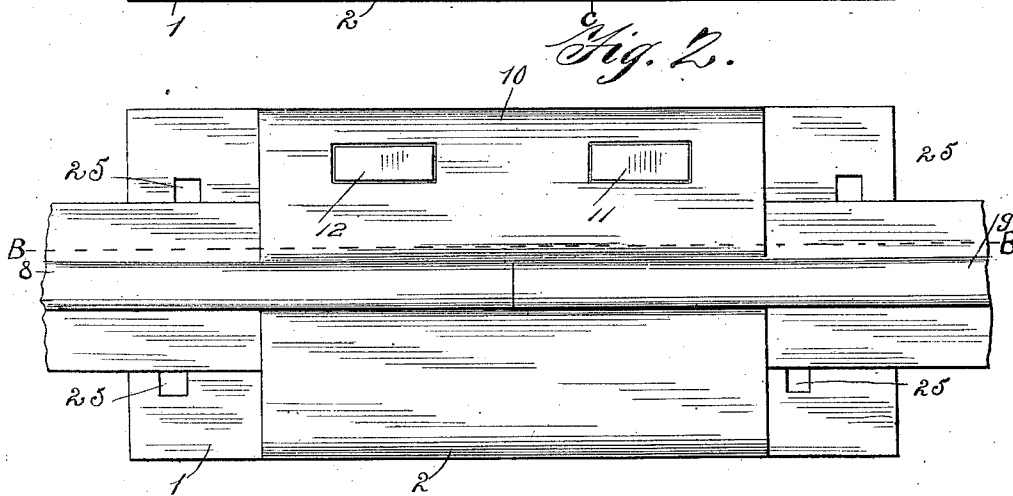
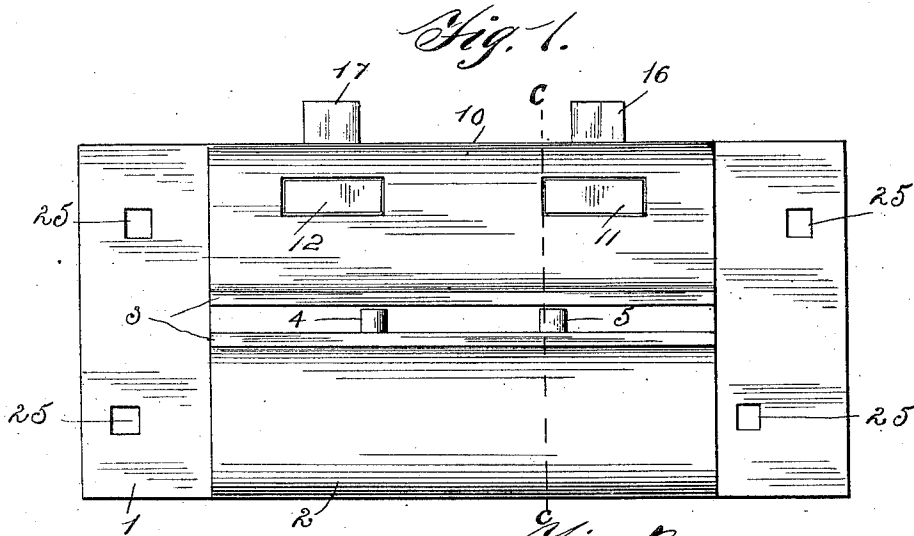


L. H. MORT.
 SPLICE BAR.
 APPLICATION FILED MAR. 14, 1911.

1,049,510.

Patented Jan. 7, 1913.

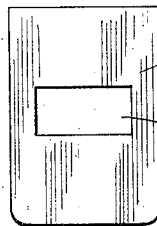
2 SHEETS—SHEET 1.



WITNESSES:

C. C. Kempco.
L. M. Gillespie

Fig. 7.



INVENTOR

Lee H. Mort
 By *a. J. Madanum, Jr.*

Attorney

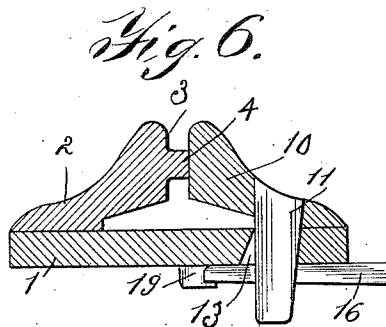
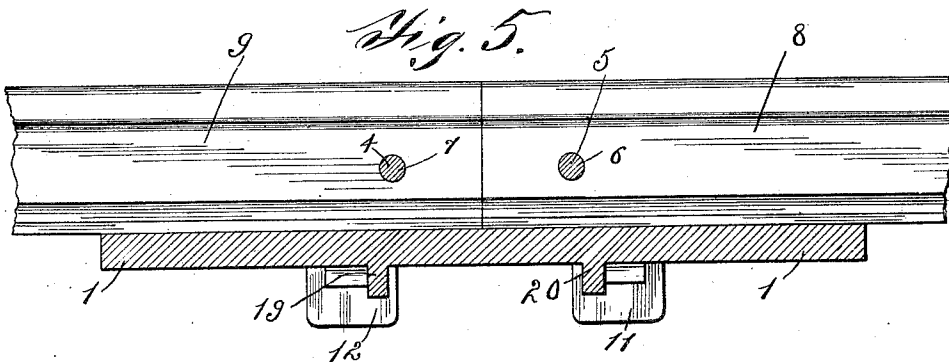
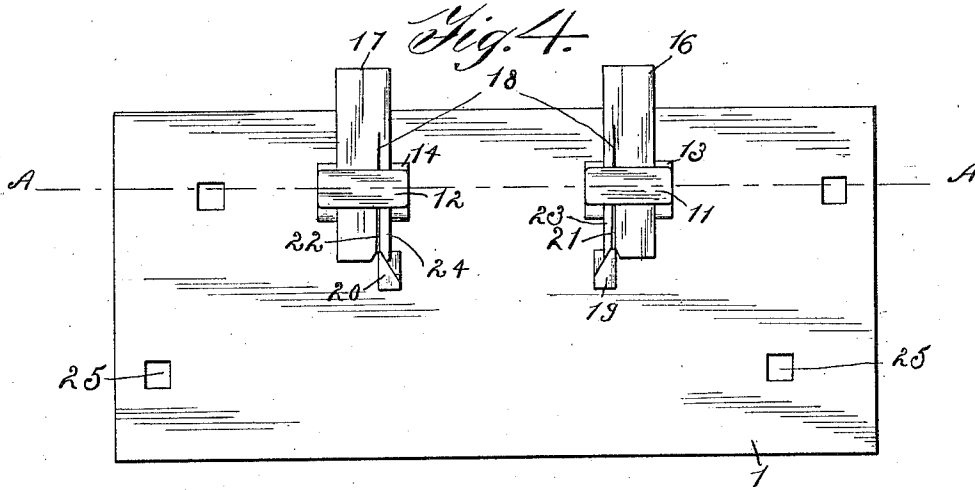
L. H. MORT.
SPLICE BAR.

APPLICATION FILED MAR. 14, 1911.

1,049,510.

Patented Jan. 7, 1913.

2 SHEETS—SHEET 2.



Witnesses

C. C. Lempert.
L. M. Gillespie

Inventor

Lee H. Mort

By

Alex J. Wadsworth, Jr.

Attorney

UNITED STATES PATENT OFFICE.

LEE HARRIS MORT, OF PITTSBURGH, PENNSYLVANIA.

SPLICE-BAR.

1,049,510.

Specification of Letters Patent.

Patented Jan. 7, 1913.

Application filed March 14, 1911. Serial No. 614,442.

To all whom it may concern:

Be it known that I, LEE HARRIS MORT, a citizen of the United States, residing at Pittsburgh, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Splice-Bars, of which the following is a specification.

This invention relates to improvements in splice bars for railway rails and has for its object to provide a means for splicing a rail at any desired point.

With the above and other objects in view, which will hereinafter more fully appear, I have invented the device illustrated in the accompanying drawings in which,

Figure 1 is a top plan view of my device, Fig. 2 is a view similar to Fig. 1 with the rail shown therein, Fig. 3 is a longitudinal sectional view taken on line A—A of Fig. 4, Fig. 4 is a bottom plan view of a portion of the device, Fig. 5 is a longitudinal sectional view taken on line B—B of Fig. 2, Fig. 6 is a transverse sectional view taken on line C—C of Fig. 1, and Fig. 7 is an enlarged detail elevational view of a locking member.

Like reference characters indicate like parts throughout the specification and in the several views in the drawings in which—
1 is a base plate to which is fixedly secured a rail engaging member 2 the rail abutting edge 3 of which is provided with a pair of horizontally projecting lugs 4 and 5 which are adapted to pass through openings 6 and 7 in the abutting ends of the rails 8 and 9 which are to be spliced.

Abutting the opposing side of the rails 8 and 9 is a removable member 10 which is held in place by the tapered locking members 11 and 12 which seat in the flared openings 13 and 14 in the base plate 1. The locking members 11 and 12 are provided with openings 15 through which the members 16 and 17 pass and hold them in fixed position. The members 16 and 17 are split as at 18 for a desired distance of the length and the inner faces of these split portions are beveled so that the wedges 19 and 20 may more easily enter the slots 21 and 22 and spread the portions 23 and 24 from their main body when said members 16 and 17 are driven into place thus locking them securely into place so that there will be no danger of them working out of the openings 15. The openings 25 in the base are for spiking the base to cross ties.

From the foregoing description it will readily appear that rails may be securely spliced with perfect alinement with one another without danger of them being displaced and without having to resort to the use of bolts and nuts.

Now having described my invention that which I claim to be new and desire to claim by Letters Patent is:—

1. A rail splice comprising a base having a rail abutting member thereon, integral wedge members on the under side of said base, a removable rail engaging member on said base, said base and member having alining openings therein, means for rigidly connecting said base and member and wedges for engaging said means and said integral wedges.

2. A rail splice comprising a base having a rail abutting member thereon, integral wedge members on the under side of said base, a removable rail engaging member on said base, said base and member having alining openings therein, means for rigidly connecting said base and member and wedges for engaging said means and said integral wedges, said wedges being secured to the under side of said base.

3. A rail splice comprising a base having a rail abutting member thereon, integral wedge members on the under side of said base, a removable rail engaging member on said base, said base and member having alining openings therein, means for rigidly connecting said base and member and wedges for engaging said means and said integral wedges, said wedges being secured to the under side of said base, said connecting means consisting of tapered members having openings therein.

4. A rail splice comprising a base having a rail abutting member thereon, integral wedge members on the under side of said base, a removable rail engaging member on said base, said base and member having alining openings therein, means for rigidly connecting said base and member and wedges for engaging said means and said integral wedges, said wedges being secured to the under side of said base, said connecting means consisting of tapered members having openings therein, said wedges being split and adapted to project through the openings in said tapered members and straddle said integral wedges.

5. A rail splice comprising a base having

a rail abutting member thereon, integral wedge members on the under side of said base, a removable rail engaging member on said base, said base and member having
5 alining openings therein, means for rigidly connecting said base and member and wedges for engaging said means and said integral wedges, said wedges being secured to the under side of said base, said connect-
10 ing means consisting of tapered members having openings therein, said wedges being

split and adapted to project through the openings in said tapered members and straddle said integral wedges, lugs on said rail abutting member adapted to engage openings in the ends of rails seated on said base. 15

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

LEE HARRIS MORT.

Witnesses:

S. B. CARR,
JOHN J. DEVINE.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."