No. 742,956. PATENTED NOV. 3, 1903.

W. L. BAUER.

RAILROAD SPLICE BAR.

APPLICATION FILED SEPT. 14, 1903.

NO MODEL.

Fig. 1.

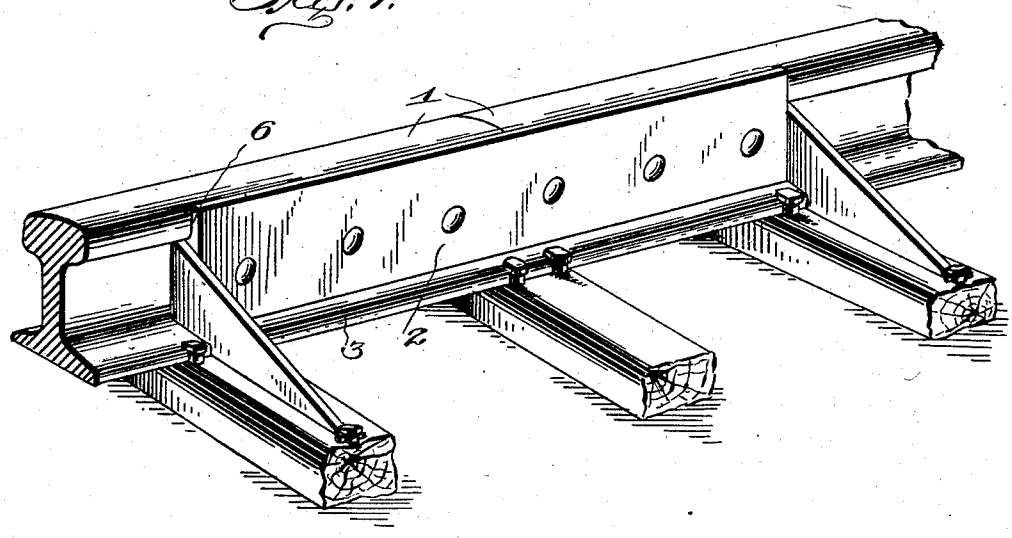
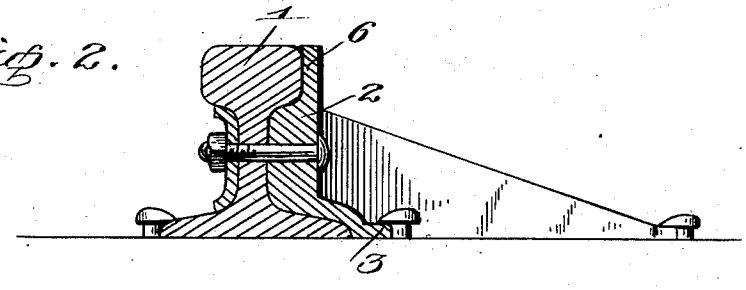


Fig. 2.



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No. 742,956. Patented November 3, 1903.

UNITED STATES PATENT OFFICE.

WILLIAM L. BAUER, OF TROYGROVE, ILLINOIS.

RAILROAD SPLICE-BAR.

SPECIFICATION forming part of Letters Patent No. 742,956, dated November 3, 1903.

Application filed September 14, 1903. Serial No. 173,156. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM L. BAUER, a citizen of the United States, residing at Troygrove, in the county of Lasalle and State of Illinois, have invented certain new and useful Improvements in Railroad Splice-Bars; and I do 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 appertains to make and use the same.

The invention relates to splice-bars for railroad-rails.

The object of the invention is to provide a device of this character which shall be simple of construction, durable in use, comparatively inexpensive of production, and by means of which the adjacent ends of rails will be prevented from being battered down incident to the jar of the wheels in passing over the same, thus materially prolonging the life of the rails, as well as the wheels of the car, which are thus prevented from flattening, due to the jar caused by damaged rail-joints.

With these and other objects in view the invention consists of certain novel features of construction, combination, and arrangement of parts, as will be more fully described, and particularly pointed out in the appended claim.

In the accompanying drawings, Figure 1 is a perspective view of the meeting ends of two rails, illustrating the application of the invention; and Fig. 2 is a cross-sectional view.

Referring to the drawings, 1 denotes the adjacent ends of the rails, and 2 denotes the splice-bar, which is curved transversely and so shaped as to have its horizontal portion 3 resting upon the ties, thence extending over the upper surface of the base of the rail, up along against the web of the rail, and then projecting vertically, as shown at 6, with its upper edge flush with the upper surface of the ball of the rail. The ends of this splice-bar are bent at right angles to the body portion and extend laterally and are fastened by spikes or other fastening means to the ties and serve as braces for the splice-bar. It will be observed that the wheels of the passing train instead of hammering down the adjacent ends of the rails will be practially lifted or carried over these ends by the splice-bar, thus materially increasing the life of the rails, as well as the wheels, as hereinbefore explained.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

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

The combination with the abutting ends of two rails, of a splice-bar having a horizontal portion adapted to be spiked to the ties, said splice-bar shaped to embrace the upper side of the base of the rail and engage the web of the rail, and then formed with a vertical flange which projects upwardly to a position not below the ball of the rails, said splice-bar having its ends bent at right angles to said body portion to form braces, and means for fastening said braces to the tie of the rail, substantially as shown and described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

WILLIAM L. BAUER.

Witnesses:
DAVID A. KURTZ,
ALBERT P. WILKINS.