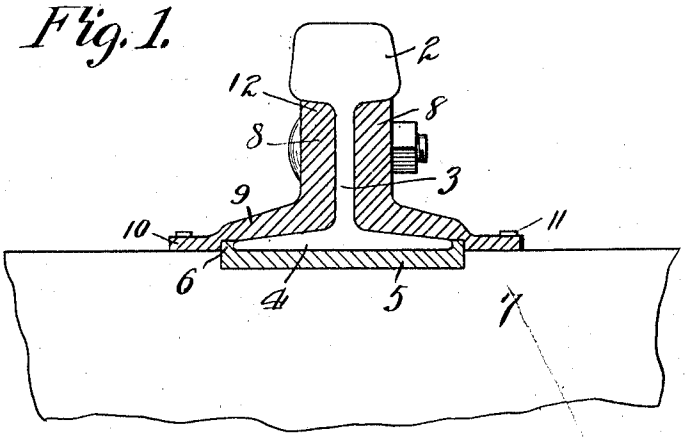
A. W. STRICKER.

SPLICE BAR.

APPLICATION FILED JULY 27, 1909.

952,959. Patented Mar. 22, 1910.

Fig. 1.



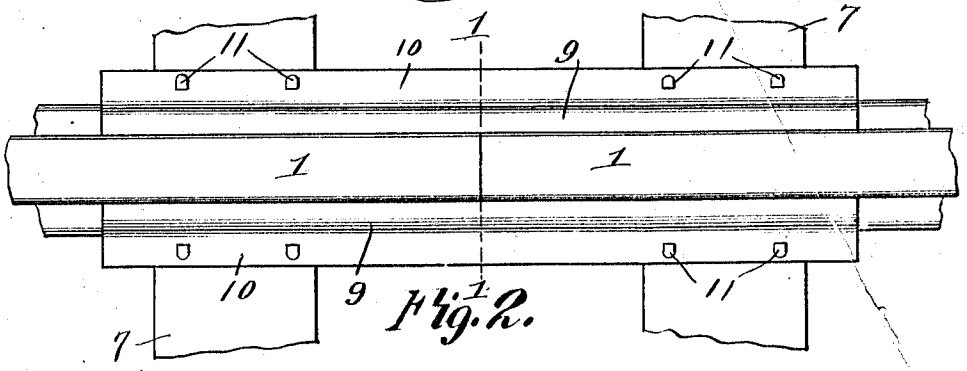


Fig. 2.

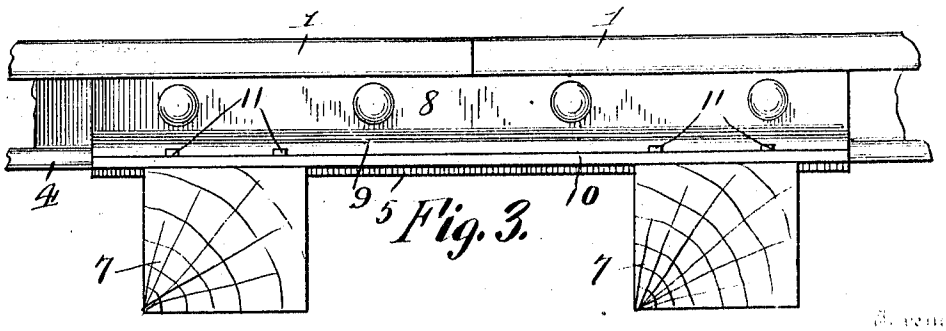


Fig. 3.

Witnesses
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UNITED STATES PATENT OFFICE.

ALBERT W. STRICKER, OF LAKE BENTON, MINNESOTA.

SPLICE-BAR.

952,959. Specification of Letters Patent. Patented Mar. 22, 1910.

Application filed July 27, 1909. Serial No. 509,945.

To all whom it may concern:

Be it known that I, ALBERT W. STRICKER, a citizen of the United States of America, residing at Lake Benton, in the county of Lincoln and State of Minnesota, have invented new and useful Improvements in Splice-Bars, of which the following is a specification.

This invention relates to splice bars for railroad rails and the primary object of the same is to provide a joint having structural features which will overcome the defects of the ordinary joints as to noise and jar incidental to the rolling stock moving thereover and loosening the parts of the joint itself, thereby obviating damage to the rails and injury to the car wheels, as well as inconvenience and danger to the traveling public.

With the above and other objects in view, which will appear as the description progresses, the invention resides in the novel construction and arrangement of parts hereinafter fully described and claimed.

In the accompanying drawing there has been illustrated a simple and preferred embodiment of the invention, and in which:

Figure 1 is a transverse sectional view upon the line 1—1 Fig. 2. Fig. 2 is a top plan view of the device showing the same engaging a pair of rails. Fig. 3 is a side elevation of the same.

In the accompanying drawing the numeral 1 designates the meeting ends of a pair of rails. These rails 1 are constructed in the ordinary manner, being provided with a head 2, web 3 and a base flange 4.

The numeral 5 designates the chair for the base flange of the rails 1. This chair 5 comprises a substantially rectangular flattened metallic member having its base or body enlarged and its longitudinal edges upstanding or offset as at 6. The ties 7 of the road bed are incut to provide a suitable pocket or receptacle for the chair and its descent with the upper face of the horizontal flattened surface of the chair 5 will be in alinement with the top of the tie 7, so that the rail members 1 opposite their jointure or point of connection may lie directly upon the ties and not be interfered with by the chairs 5 and also to provide means whereby the lateral movement of the rails is effectively obviated.

The numeral 8 designates the inner plates. As both of these plates are substantially similar in construction, the reference numerals applied to the different portions of one of the plates may be taken as equally applicable to the opposite plate. Each of these plates 8 comprises an overlying flange 9. This flange 9 is adapted to engage the base flange 4 adjacent one side of the web 3 of each of the rails 1 and the said flange is provided with an extension 10 having a plurality of openings each of which being adapted for the reception of a suitable spike 11, or other retaining device. Integrally formed with the overlying flange 9 is a vertical extension 12. This extension 12 is adapted to engage one face of the web 3 and to underlie the head 2 of the rail members 1. The vertical members 12 as well as the webs 3 of the rails 1 are each provided with a plurality of spaced openings and these openings are adapted for the reception of suitable retaining elements whereby the plates and the rails are securely connected together.

From the above description, taken in connection with the accompanying drawings, it will be noted that I have provided a comparatively simple, cheap and effective device for the purpose intended, one which may be easily and quickly applied to or detached from the rails as desired, and while I have illustrated and described the preferred embodiment of the invention, it is to be understood that minor details of construction within the scope of the following claim may be resorted to if desired.

I claim:—

The combination with a railroad rail and ties therefor, the ties being each provided with spaced pockets, of a chair for the rail, said chair comprising a horizontally straight body portion of a thickness equaling the depth of the pocket of the tie, the longitudinal edges of the chair being each provided with vertical offsets of a size equaling the thickness of the edges of the base flanges of the rail and which they are adapted to contact, fish plates for the rail, the said plates each comprising a flange portion adapted to overlie the flanges of the rail and having a vertical extension adapted to be positioned beneath the head of the rail, the overlying flanges of each of the fish plates having their under faces provided with a vertical

offset portion adapted to engage the vertical offset edge of the chair and being extended a suitable distance beyond the said edges of the chair, securing elements for these extending portions, and retaining elements adapted to secure the vertical members of the fish plates to the web of the rail.

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

ALBERT W. STRICKER.

Witnesses:
CHAS. E. LAVESSON,
OSCAR TRAUTMAN.