

No. 785,757.

PATENTED MAR. 28, 1905.

H. ODENDAHL.
RAIL SPLICE BAR.
APPLICATION FILED APR. 22, 1904.

Fig. 1.

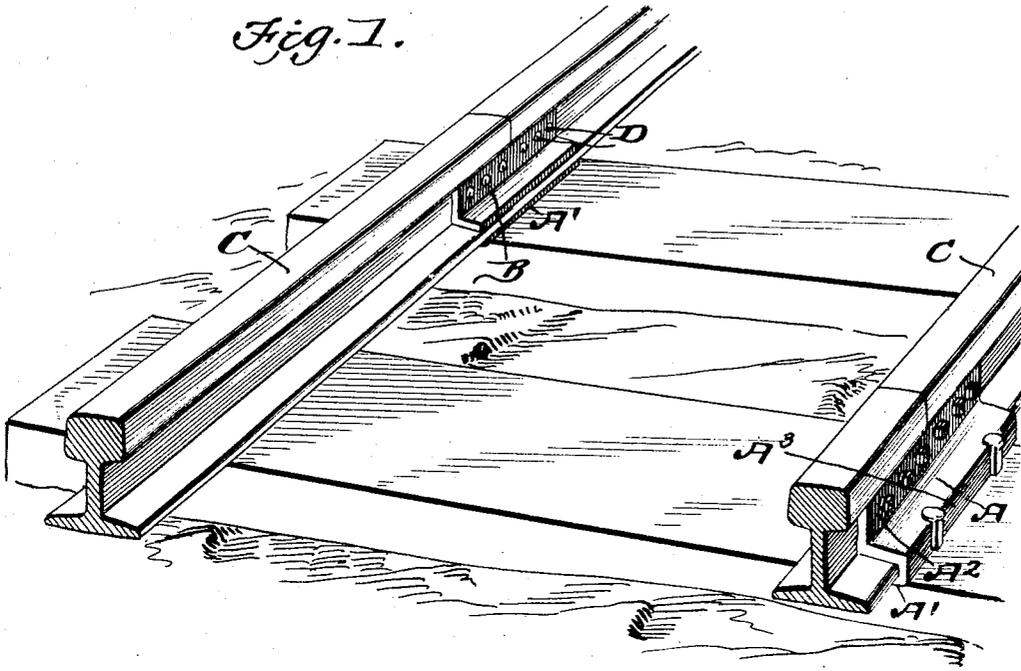


Fig. 2.

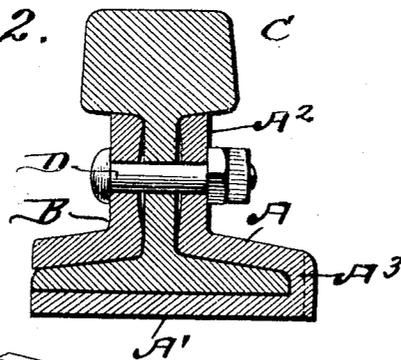


Fig. 3.

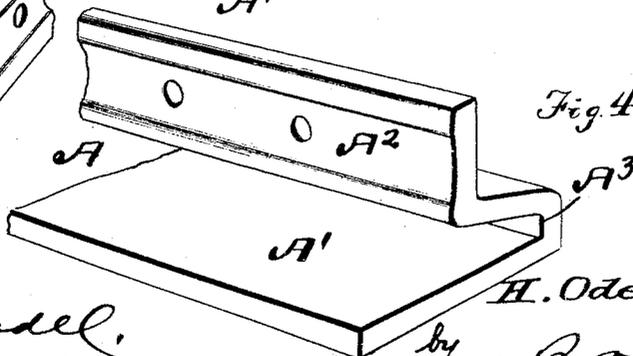
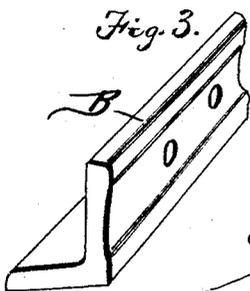


Fig. 4.

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Witnesses

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UNITED STATES PATENT OFFICE.

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RAIL SPLICE-BAR.

SPECIFICATION forming part of Letters Patent No. 785,757, dated March 28, 1905.

Application filed April 22, 1904. Serial No. 204,360.

To all whom it may concern:

Be it known that I, HENRY ODENDAHL, a citizen of the United States, residing at Paterson, in the county of Passaic and State of New Jersey, have invented a new and useful Rail Splice-Bar, of which the following is a specification.

This invention is an improved construction of rail splice bar or joint, the object being to provide a simple and efficient device by means of which the meeting ends of railroad-rails can be securely fastened together; and another object is to provide a novel form of splice-bar which can be used in connection with the ordinary angled fish-plates now in use.

The invention consists in certain details of construction hereinafter fully described, and pointed out in the claim.

In the drawings forming a part of this specification, Figure 1 is a perspective view showing the practical application of my invention. Fig. 2 is a transverse sectional view, and Figs. 3 and 4 show detail of construction.

In carrying out my invention I employ a splice-bar A, which comprises in a single piece a base-plate A', an angular fish-plate A², and a vertical portion A³, connecting the lower edge of the fish-plate portion to one side of the base portion.

B indicates the ordinary angle fish-plate now in common use upon railroads.

C indicates the railroad-rail, and D the bolts passing therethrough, each splice-bar being preferably constructed with six bolt-openings.

In operation the meeting ends of the rails are arranged upon the base-plate A' and

snugly fit against the vertical portion A³ and the fish-plate portion A². The ordinary fish-plate B is then arranged upon the opposite side of the joint and the bolts D passed through and secured by means of nuts, as usual. The splice-bar A serves as a rail chair and joint, it being understood that it is held in place upon the cross-tie by means of spikes driven into the tie, the heads overlapping the outer edge of the splice-bar.

It will thus be seen that I provide an exceedingly cheap, simple, durable, and efficient construction of rail splice-bar capable of carrying out all of the objects hereinbefore mentioned.

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

The combination with a T-rail, of a splice-bar having a vertical portion adapted to bear against the side of the rail, a base portion adapted to fit under the base of the rail, and an integral connecting portion, the inner longitudinal edge of the base portion being parallel with and flush with the inner edge of the rail-base, and a fish-plate adapted to fit the side of the rail opposite the vertical portion of the splice-bar and to have its lower longitudinal edge flush with the inner edge of the base portion of the splice-bar, as and for the purpose set forth.

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