

R. J. CRESCENZI.
 SPLICE BAR.
 APPLICATION FILED JAN. 20, 1910.

964,398.

Patented July 12, 1910.

Fig. 1.

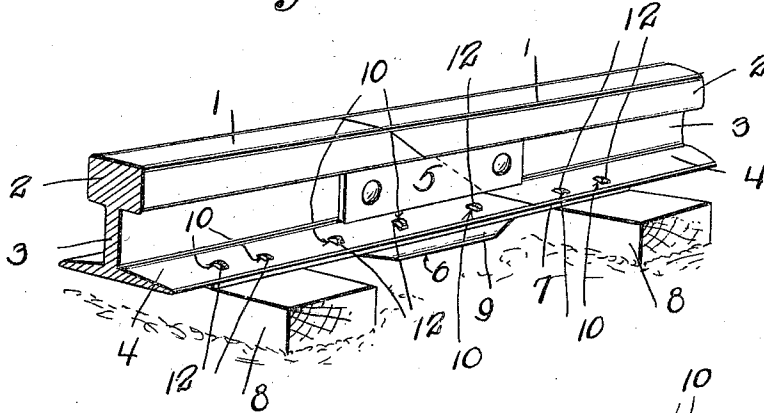


Fig. 2.

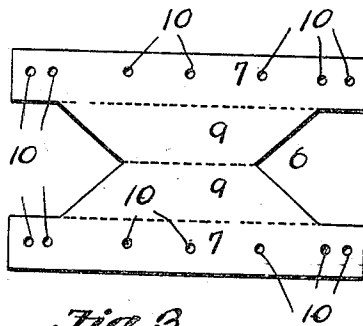
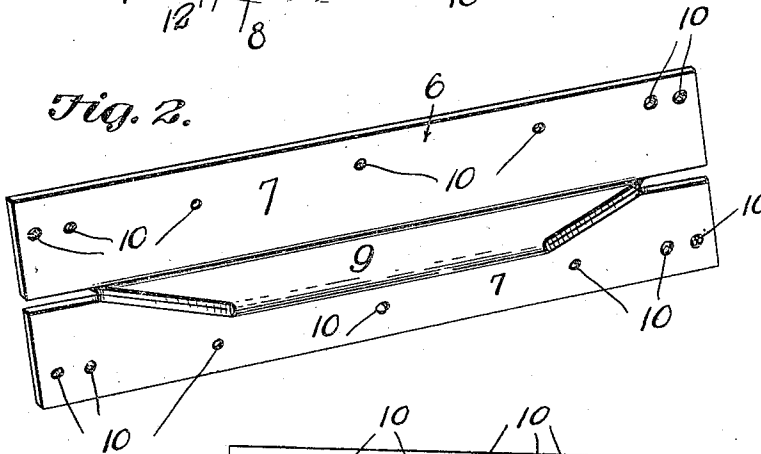


Fig. 3.

Witnesses
Chas. Richardson
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UNITED STATES PATENT OFFICE.

RICHARD J. CRESCENZI, OF FORT MYERS, FLORIDA.

SPLICE-BAR.

964,398.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, RICHARD J. CRESCENZI, a citizen of the United States, residing at Fort Myers, in the county of Lee and State of Florida, have invented new and useful Improvements in Splice-Bars, of which the following is a specification.

This invention relates to railway joints and supports therefor, and the primary object of the invention is to provide a rail support of a novel construction which is adapted to bridge the spaces between adjacent rail ties to support the meeting ends of railway rails to obviate all liability of the rails sagging at their joints and to avoid the pounding incident to sagging joints.

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

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

Figure 1 is a perspective view of fragmentary portions of the adjacent ends of two railway rails illustrating the manner in which they are supported. Fig. 2 is a perspective view of the rail supporter. Fig. 3 is a plan view of the blank from which the supporter is constructed.

In the accompanying drawings the numerals 1 designate the meeting ends of a pair of rails. These rails 1 are of the ordinary construction, each comprising a head 2, web 3, and base flange 4. The meeting edges of the rails are oppositely beveled, as clearly illustrated in Fig. 1 of the drawings and each of the webs 3 of the said rails are provided with a single opening adjacent their beveled ends, the said openings being adapted for the reception of suitable securing elements whereby a tie plate 5 is connected with both of the said webs of the rails.

The numeral 6 designates the improved rail supporter. As clearly illustrated in Figs. 2 and 3 of the drawings this rail supporter 6 is constructed of a single blank

of suitable material such as sheet metal and the same comprises a pair of top plates 7 which are of a length equaling the distance between two of the ties 8 adjacent the joint of the rails. The body portion of the device is bent downwardly a suitable distance away from the edges of the members 7, as clearly illustrated in Fig. 2 of the drawing and the edges of this downturned portion 9 are beveled in opposite directions leaving a longitudinally extending connecting portion between the two members 9. The members 9 are each arranged in parallel relation to each other and are at a direct right angle to the members 7. The members 7 are each provided with a plurality of openings and the base flanges 4 of the rail members 1 are also provided with alining openings, these openings together with the openings 10 being adapted for the reception of removable securing elements 11 whereby the rail splice is securely and effectively connected with the flanges of the rails. The members 7 have their ends positioned upon the ties 8 as clearly illustrated in Fig. 1 of the drawings and the openings within the said ties as well as the openings within the base flanges alining with the openings 10 which overlie the ties 8 are adapted for the reception of suitable spikes 12.

From the above description, taken in connection with the accompanying drawings, it will be noted that I have provided a simple and thoroughly effective device for the purpose intended, and while I have illustrated and described the preferred embodiment of the improvement, as it now appears to me, minor details of construction, within the scope of the following claim may be resorted to if desired.

Having thus described the invention, what I claim as new is:—

In a device of the character described, the combination with two adjacent railway rails having their ends inclined and their webs connected together, and ties for the rails, of a rail supporter constructed from a single blank of suitable material and comprising a pair of horizontally straight longitu-

dinally extending top portions adapted to underlie the rails and rest upon the adjacent ties, said supporting member, the top portions being each provided with right
5 angular depressed portions, and the edges of these depressed portions being inclined at angles toward the top portions, and means for connecting the top portions with

the base flanges of the rails and with the ties for the rails. 10

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

RICHARD J. CRESCENZI.

Witnesses:

R. PERCY JONES,
LOUIS A. HENDRY.