

(No Model.)

J. A. MARTIN.
SPLICE BAR FOR RAILROAD RAILS.

No. 435,233.

Patented Aug. 26, 1890.

Fig. 1.

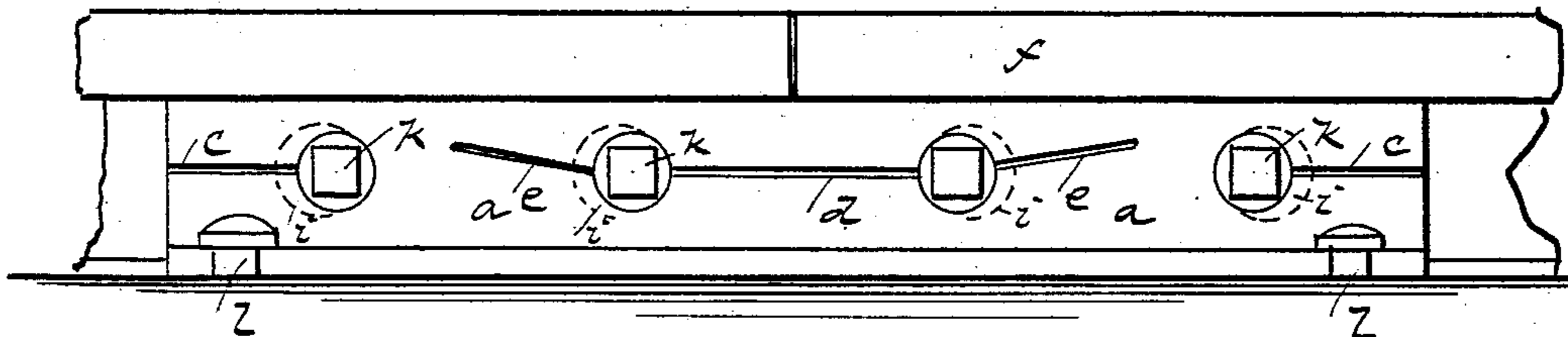


Fig. 3.

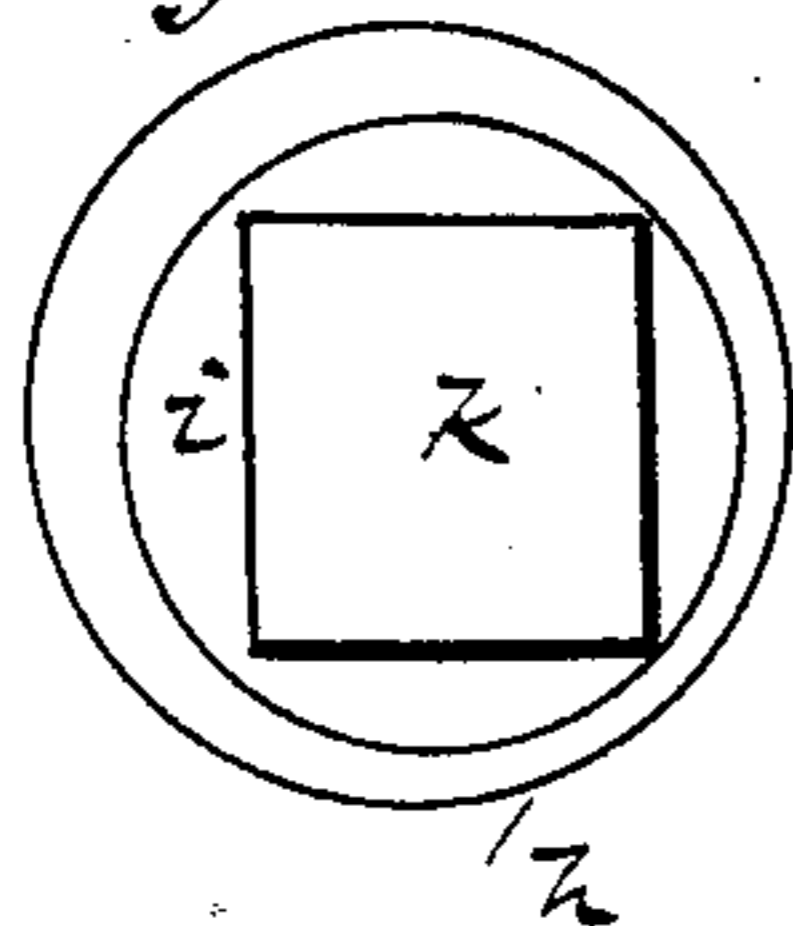
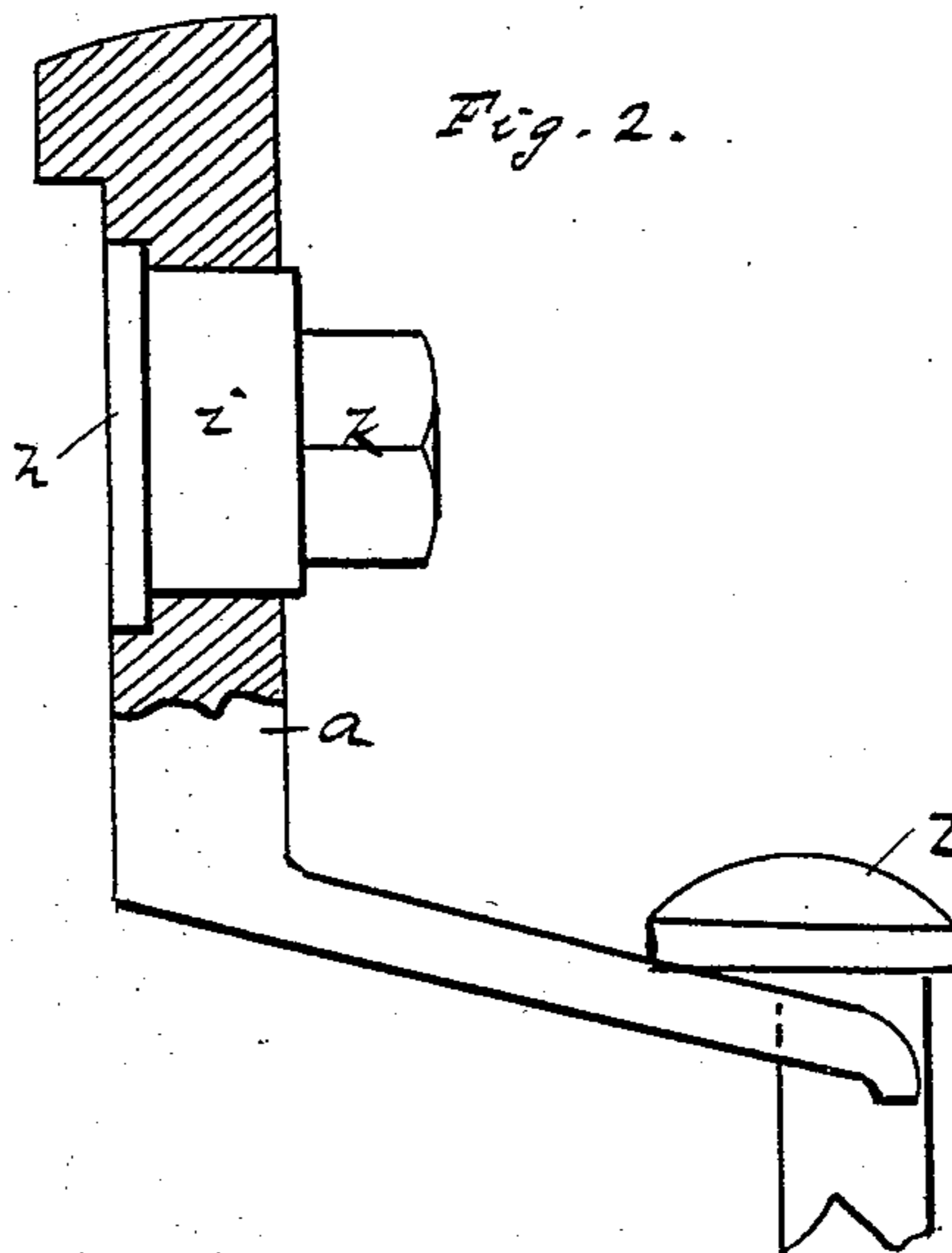


Fig. 2.



WITNESSES:

M. E. Harrison.
J. A. Herrou.

Rev.

Inventor:

John A. Martin
O. D. Lewis
Att'y.

UNITED STATES PATENT OFFICE.

JOHN A. MARTIN, OF EAST LIVERPOOL, OHIO.

SPLICE-BAR FOR RAILROAD-RAILS.

SPECIFICATION forming part of Letters Patent No. 435,233, dated August 26, 1890.

Application filed June 2, 1890. Serial No. 354,047. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. MARTIN, a citizen of the United States, residing at East Liverpool, in the county of Columbiana and State of Ohio, have invented certain new and useful Improvements in Railway-Rail Connections; and I do hereby 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 pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to an improvement in splice-bars for railway-rails; and it consists in certain details of construction, as will be fully set forth hereinafter.

In the accompanying drawings, Figure 1 is a side elevation of an improved fish or splice bar which is constructed in accordance with my invention. Fig. 2 is an enlarged end sectional elevation of the same. Fig. 3 is an enlarged front view of the eccentric plug for tightening the splice-bar.

To put my invention into practice I provide an ordinary flanged splice-bar *a* and form therein a series of oval openings, in which are fitted eccentric plugs. From each end of this bar *a* a cut *c* is made, which extends to the oblong openings. Another cut *d* is made, which extends from one of the central openings to the other, and two other cuts *e* are formed on either side of the central openings. The object of these several cuts *c*

d e is to permit the top portion of the splice-bar *a* to spring upward and bind against the rail *f*. Fitted into these oval openings are eccentric plugs having an enlarged portion *h* to prevent the same from being withdrawn when the bars *a* are in position, and are also provided with an eccentric portion *i*, for operating in the oblong openings, and a square head *k*, for wrenching the same into position.

In operation the eccentric plugs *k* are placed in position before the bars are brought against the rail-joint. The bars *a* are secured against the rail by suitable spikes *l*, and by means of a wrench the plugs are revolved a short distance, which springs the bar *a* tightly against or beneath the rail, thereby keeping the joint rigid.

Having thus described my invention, I claim—

The herein-described splice-bars for railway-rails, consisting of the flanged bar *a*, having a series of oval openings formed therein and a series of cuts *c d e* into the said openings, the eccentric plugs each having an annular bead *h* formed thereon, an eccentric portion *i*, and a square end *k*, all substantially as described.

In testimony that I claim the foregoing I hereunto affix my signature this 26th day of February, A. D. 1890.

JOHN A. MARTIN. [L. s.]

In presence of—

C. C. LEE,

M. E. HARRISON.