

No. 848,122.

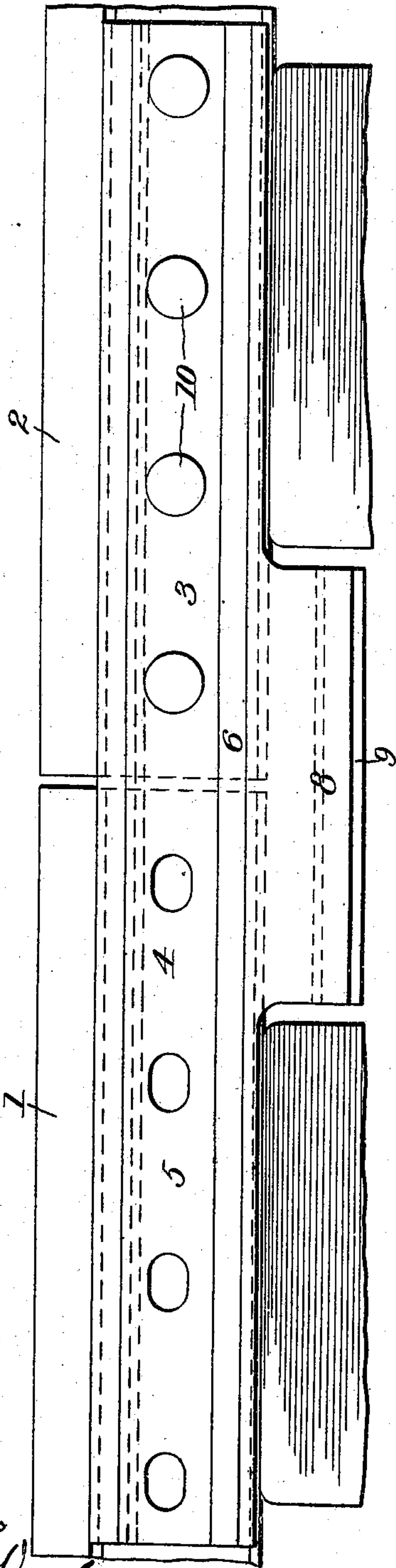
PATENTED MAR. 26, 1907.

E. McCORMICK.

SPLICE BAR.

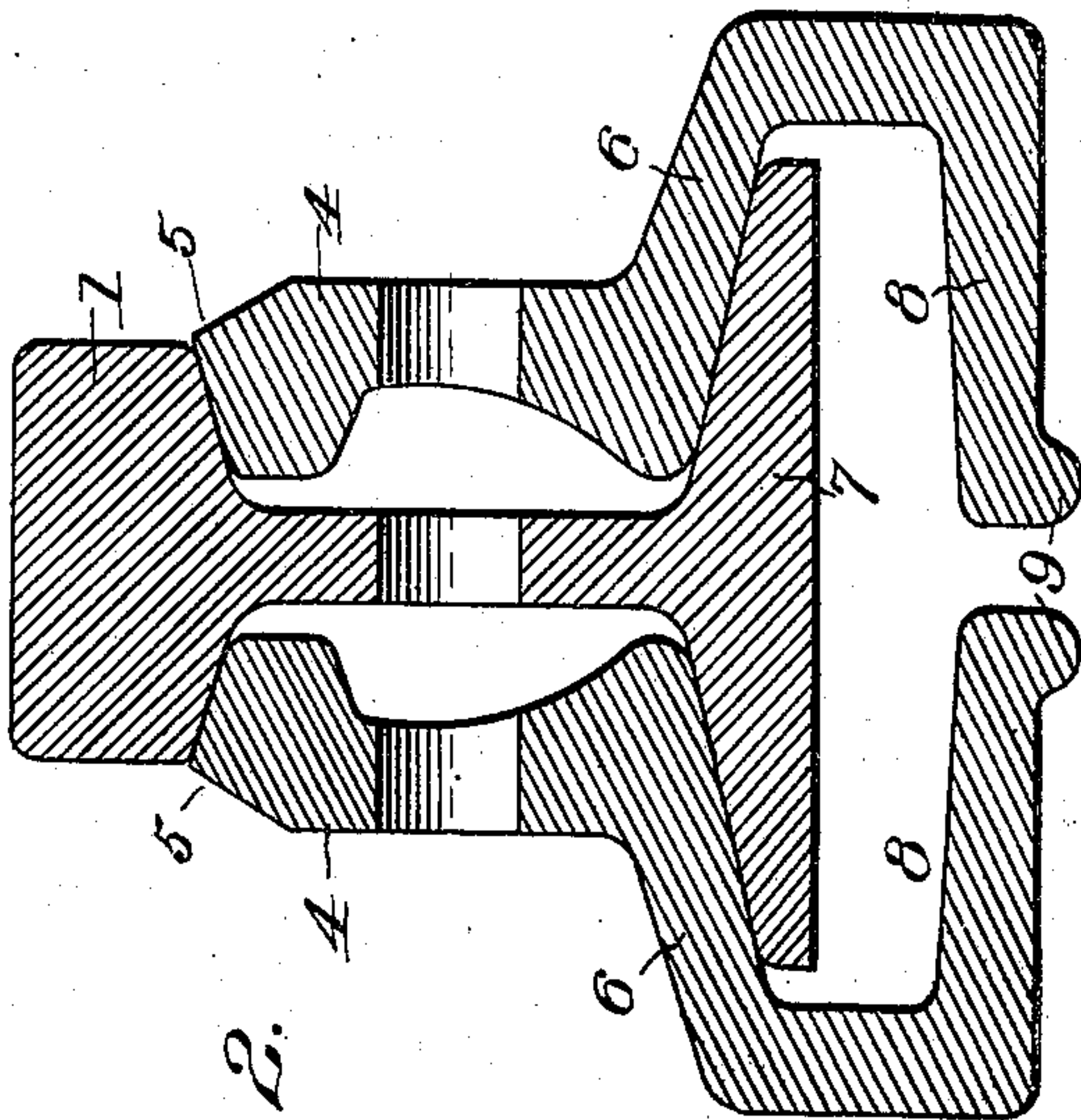
APPLICATION FILED AUG. 11, 1906.

Fig. 1.



Witnesses  
C. N. Walker.  
J. T. Walker.

Fig. 2.



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# UNITED STATES PATENT OFFICE.

EDWARD McCORMICK, OF DUQUESNE, PENNSYLVANIA.

## SPLICE-BAR.

No. 848,122.

Specification of Letters Patent.

Patented March 26, 1907.

Application filed August 11, 1906. Serial No. 330,185.

*To all whom it may concern:*

Be it known that I, EDWARD McCORMICK, a citizen of the United States, residing at Duquesne, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Splice-Bars, of which the following is a specification.

This invention relates to splice-bars for rail-joints.

One object is to provide a simple, inexpensive, durable, and efficient splice-bar for the purpose stated.

Another object resides in the provision of a rail-joint embodying such characteristics as to cause the gravity to be concentrated in the center of the rail.

With the above and other objects in view the present invention consists in the combination and arrangement of parts hereinafter more clearly described, illustrated in the accompanying drawings, and particularly pointed out in the appended claim, it being understood that changes may be made in the proportions, size, materials, and minor details without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawings, Figure 1 is a side elevation of the invention, and Fig. 2 is an enlarged cross-sectional view.

Referring now more particularly to the accompanying drawings, the reference characters 1 and 2 indicate abutting rail-sections, and 3 the splice-bars for connecting the sections. The splice-bars are the same in formation, and each consists of a vertical portion 4, each portion having a longitudinal head 5 for engagement with the under face of the head of the rails, the lower edge of each bar sloping downwardly at 6, according to the inclination of the base-flange 7 of the rail. The outer edge of the sloping portion 6 is directed inwardly beneath the base-flange of the rails, as indicated at 8, the free edge of the inwardly-directed portion 8 being increased in thickness to form an elongated weighted edge 9, adapted to cause the gravity to be concentrated in the center of the rail and also to add to the strength of the splice. The sloping portions 6 extend the

length of the bars, except at the point of formation of the inwardly-directed portions, which are arranged for disposition between the ties, as shown. The weighted edges of the inwardly-directed portions 8 of the splice-bars are so arranged as to effect a substantial engagement of the head 5 of the bars with the head of the rails regardless of a possible loosening of the bolts 10, passing through the bars and rail-sections. In other words, the weighted edges 9 fulcrum the bars in such manner as to throw the heads of the bars toward each other, and consequently into tight engagement with the heads of the rails. All these characteristics are accomplished without the use of bolts or wedges passed through or between the splice-bars beneath the rail-sections, such bolts and wedges being unnecessary in the present structure. Further, the bolt-holes necessary for the bolts would reduce the strength of the bars.

My invention is applicable to suspended or surface rails, and the bars are formed, preferably, ready for application to the rails, and, if desired, one or a series of knots may be substituted for the longitudinal enlargement of the splice-bars.

What is claimed is—

In a rail-joint, the combination with abutting rail-sections; of splice-bars connecting the sections, the bars having portions extending below the base-flange of the rail-sections and directed toward each other beneath the sections in substantially horizontal planes and in spaced relation to the under face of the base-flange, the longitudinal free edges of the substantially horizontal portions terminating short of each other and increased in thickness, the arrangement of said portions of the bars with respect to each other and their thickened edges causing the gravity of the bars to be concentrated and maintained in the center of the rails.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

EDWARD McCORMICK.

Witnesses:

W. E. REED,

WM. J. FILCHER.