

No. 891,707.

PATENTED JUNE 23, 1908.

J. A. KRETZER.

RAIL SPLICE.

APPLICATION FILED MAR. 8, 1907.

Fig. 1.

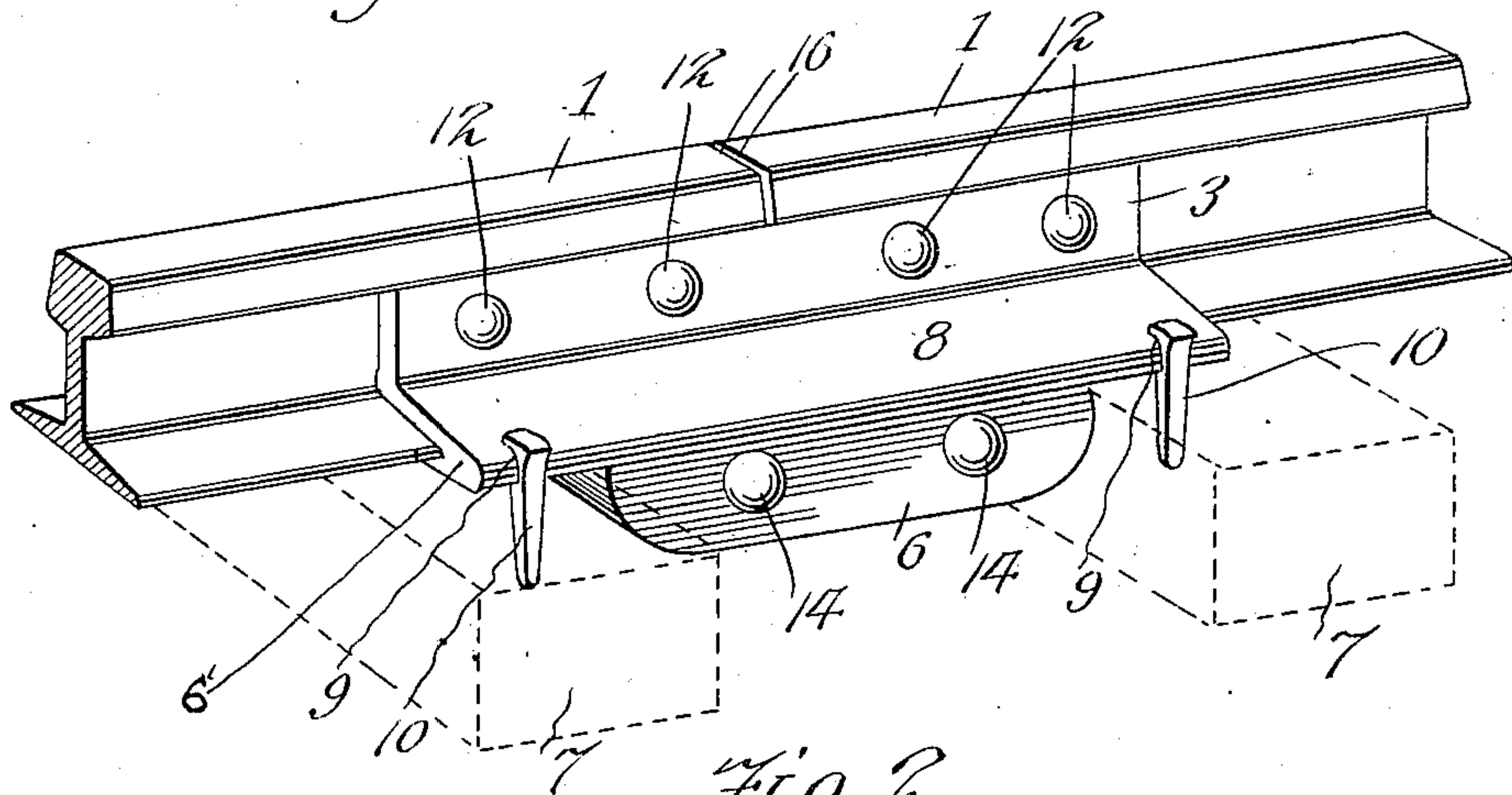


Fig. 2.

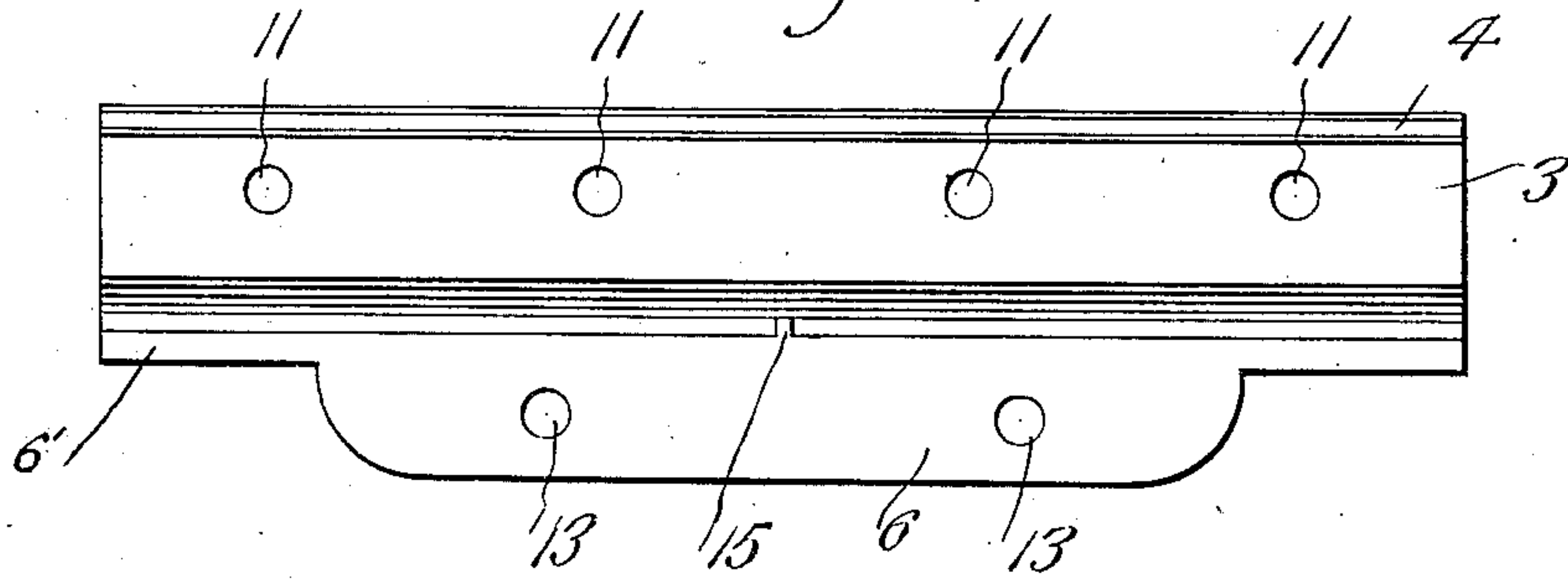
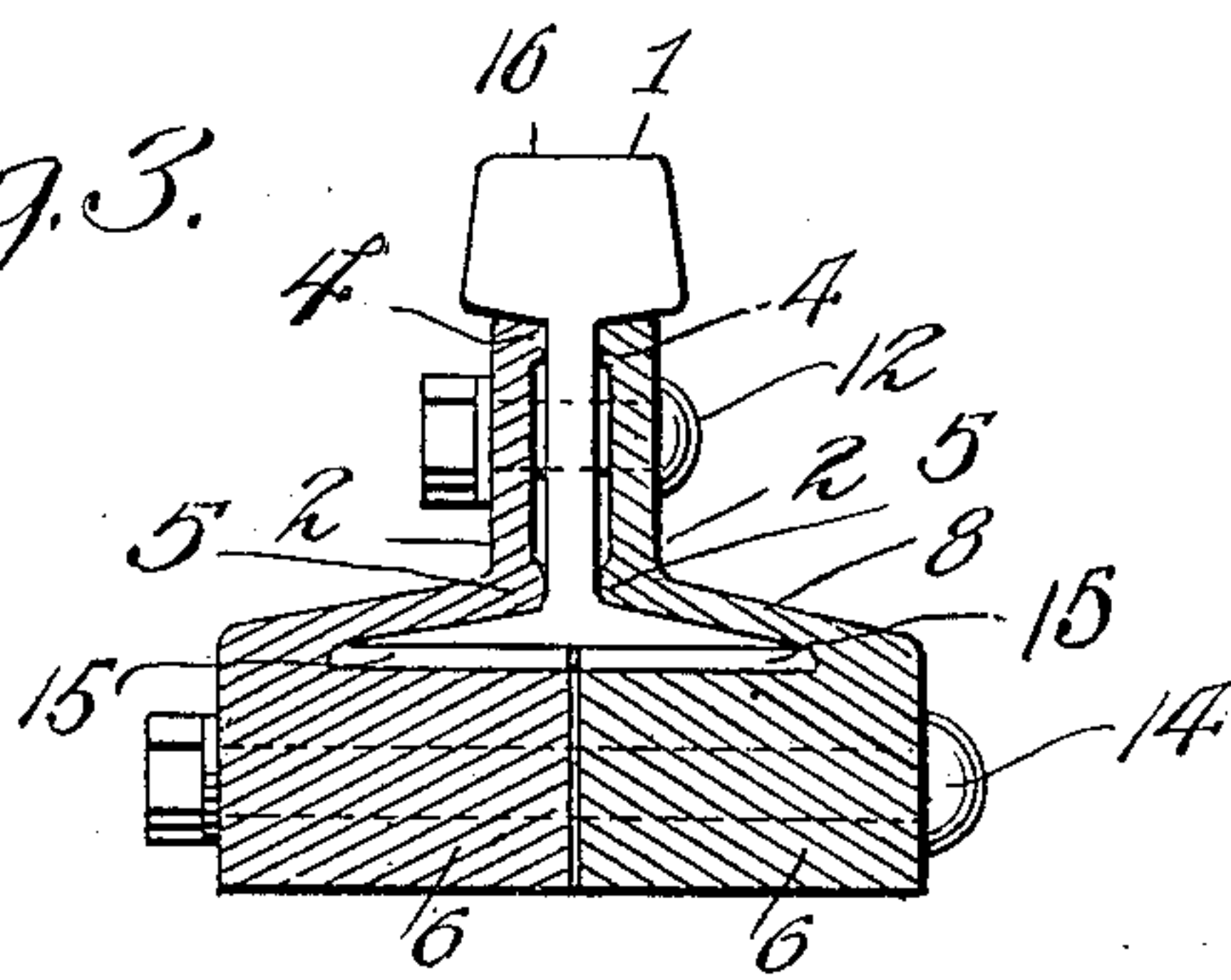


Fig. 3.



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RAIL-SPLICE.

No. 891,707.

Specification of Letters Patent.

Patented June 23, 1908.

Application filed March 8, 1907. Serial No. 361,317.

To all whom it may concern:

Be it known that I, JONAS A. KRETZER, a citizen of the United States of America, residing at Mound City, in the county of Holt and State of Missouri, have invented new and useful Improvements in Rail-Splices, of which the following is a specification.

My invention relates to splice bars for attachment to the meeting ends of railway rails, and the invention consists in the construction and arrangement of parts, as will be hereinafter described and particularly pointed out in the claims.

In the accompanying drawing: Figure 1 is a perspective view of a pair of railway rails having their meeting ends secured together by a rail splice made in accordance with my invention. Fig. 2 is an inside face view of one of the members of the splice. Fig. 3 is a vertical section on the line between the two rails.

Referring to the drawing for a more particular description of my invention, the numerals 1 designate the two meeting ends of a pair of rails of the usual construction, and 2 are the oppositely disposed members of my rail splice which are substantially identical in construction and hence the description of one will serve for both. The splice bars each consist of a vertical flange 3 provided with a longitudinal rib 4 and a similar rib 5, said ribs adapted to bear upon the rail web at a point under the head of the rail, and at a point immediately above the top and bottom of the base flanges of said rail, as shown in Fig. 3. The member 2 extends over the base flange of the rail, and at the central portion of each of said flanges is a downwardly extending enlargement 6 said enlargements being formed continuous with the flanges, said enlargements being of sufficient length to extend between the two joint ties 7. The portion of the splice bar extending over the top and bottom of the base flanges of the rail is designated 8 provided with supporting parts 6', not enlarged, resting on said ties 7, and the ends of this portion of the splice bar beyond the enlargement 6 are provided with spike recesses 9 and spikes 10 are driven through these recesses and into the ties 7. Bolt holes 11 are formed in the splice bar to accommodate the bolts 12 and bolt holes 13 are provided in the enlarged portion 6 to accommodate the bolts 14. A flange or projec-

tion 15 formed on the inner portion of each of the enlargements 6 and projecting upward between the meeting ends 16 of the rails, serves to hold the rails separated a slight distance, and also serves to register the openings 11 with the holes in the webs of the rails, and, the oppositely disposed bolt holes 13 in the two members of the splice bars.

From the foregoing it will be obvious that when the rail ends are joined by two splice bars made in accordance with my invention, and the splice bars are arranged between the two ties 7 and spiked thereto, the rails may be inserted between the splice bars, each end of the rail abutting against the flange or projection 15 to locate the rail joint centrally between said splice bars. The bolt holes will register and will serve to prevent the displacement of the rails relative to the splice bars.

Having thus described the invention, what I claim is:

A splice bar for the meeting ends of two rail sections comprising bars with vertical flanges each having a longitudinal rib at their upper and lower inner edges, the lower portions of the bars extending over the top and bottom of the base flanges of the rails, and said bars being provided with centrally depending enlargements which are formed continuous with the base supporting flanges and extending between two ties of a rail bed with the base supporting parts not enlarged resting on said ties, said bars and sections of rails and the enlargements having bolt openings therein, an upward projection on the inner surface of each of the base supporting portions of the bars extending their full width and serving to be arranged between the ends of the rails to space the same apart, said projections also serving to register the openings of the rail sections with those of the bars, and likewise to register the openings in the enlargements, and bolts in said openings of said sections of rails and said bars and also in the openings in said enlargements, substantially as specified.

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

JONAS A. KRETZER.

Witnesses:

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