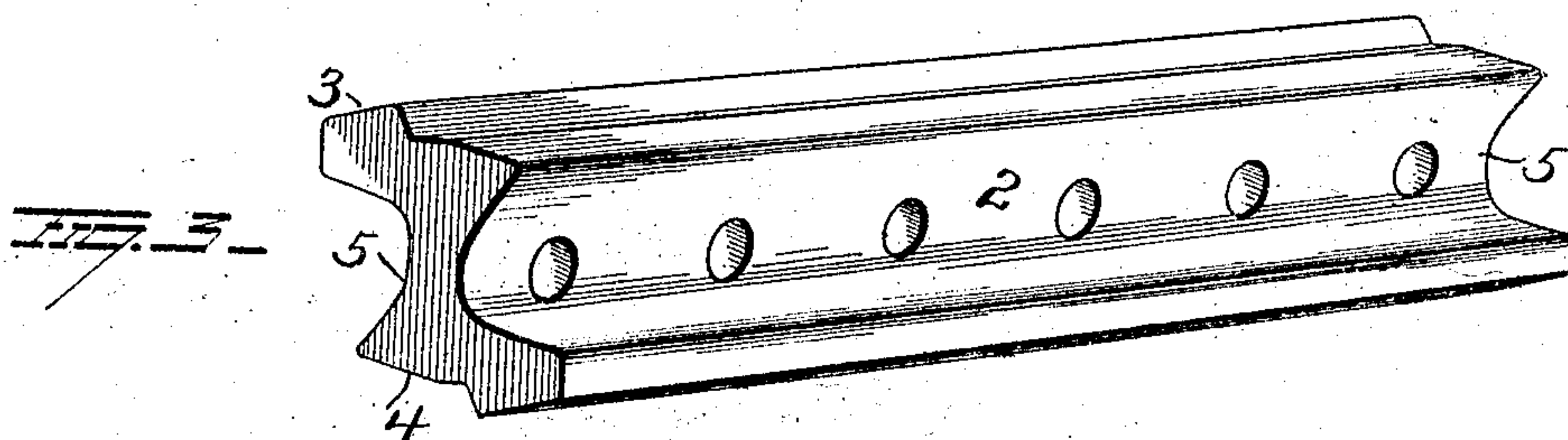
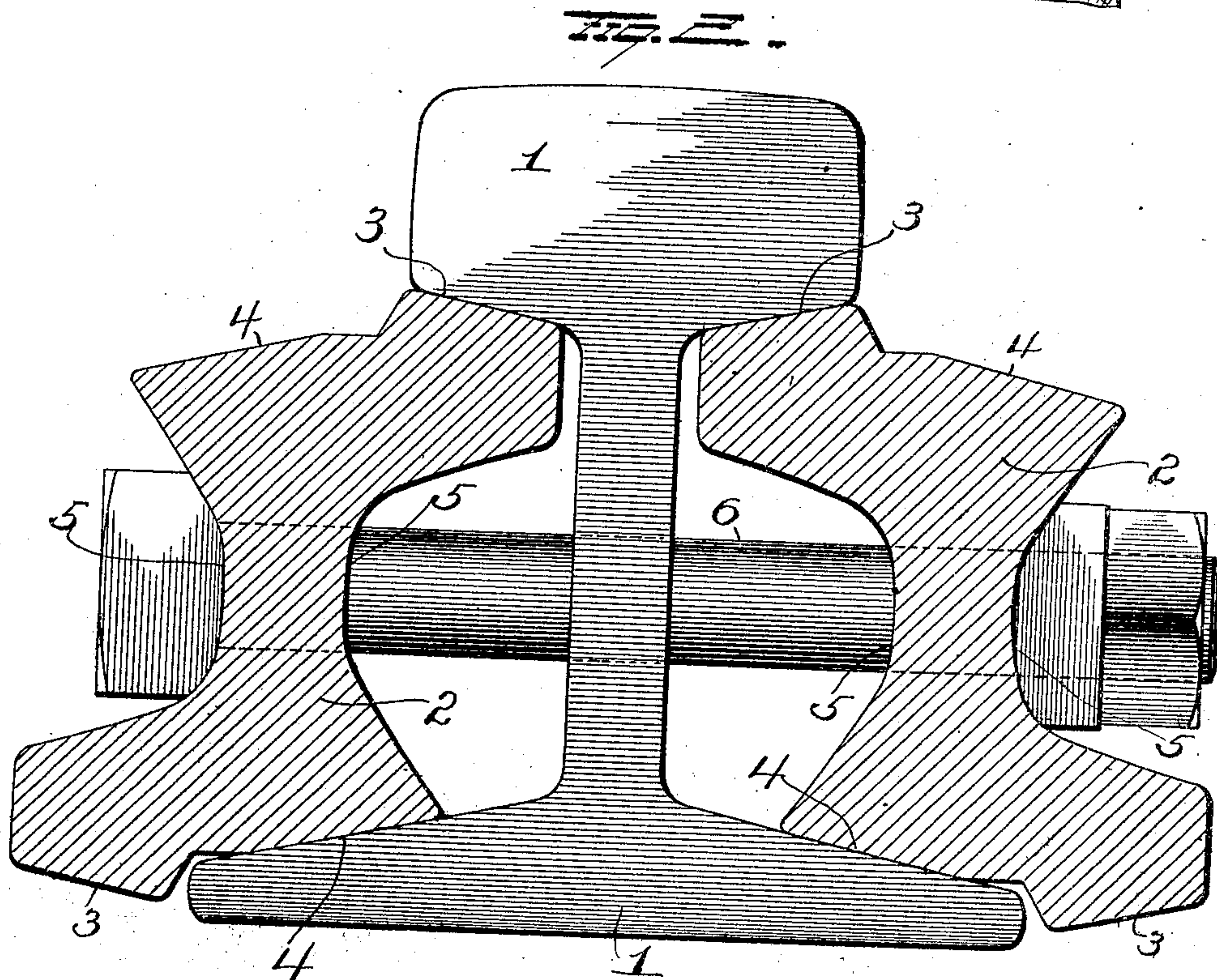
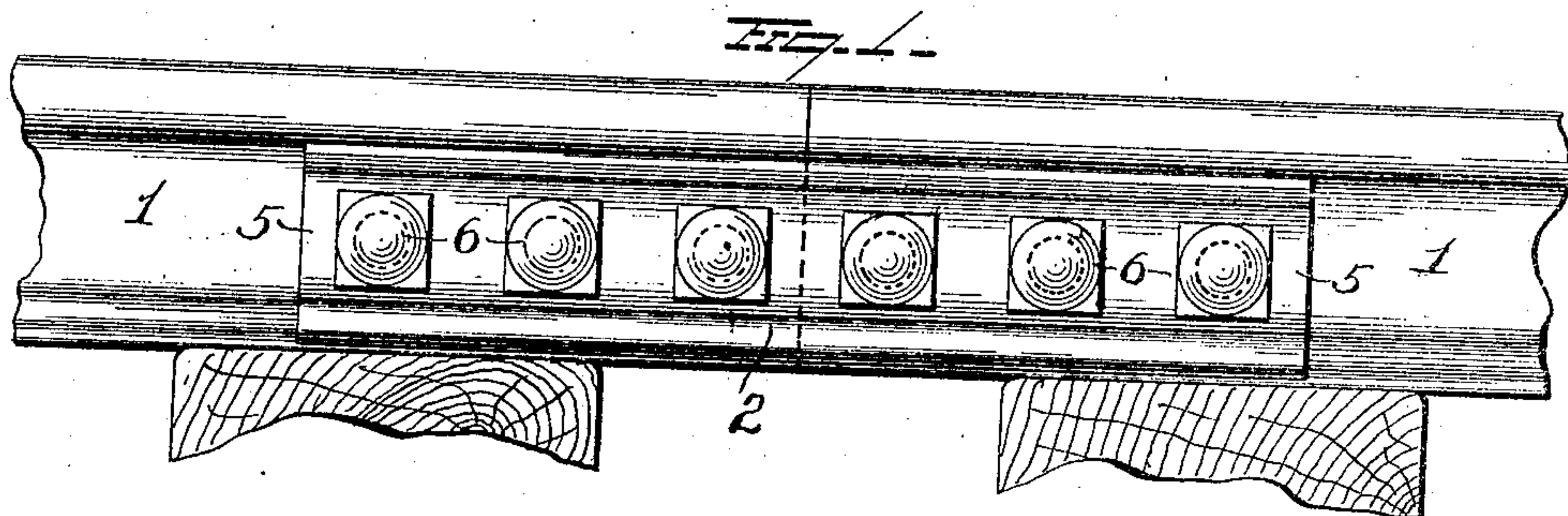


N. BENJAMIN.
 SPLICE BAR FOR RAIL JOINTS.
 APPLICATION FILED JAN. 2, 1909.

934,270.

Patented Sept. 14, 1909.



WITNESSES
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SPLICE-BAR FOR RAIL-JOINTS.

934,270.

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To all whom it may concern:

Be it known that I, NEWTON BENJAMIN, of Elmira, in the county of Chemung and State of New York, have invented certain new and useful Improvements in Splice-Bars for Rail-Joints; 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 appertains to make and use the same.

My invention relates to an improvement in splice bars for rail joints, the object being to provide a bar that may be used either edge up, so that when worn, it may be reversed and thus present new surfaces at the points subjected to the greatest wear.

With this end in view my invention consists in a splice bar provided at each edge with an inclined face adapted to engage the underside of the head of the rail and an oppositely inclined face adapted to rest on the base of the rail.

My invention further consists in a splice bar provided at each edge with an inclined surface adapted to engage the underside of the rail and an oppositely inclined face adapted to rest on the base of the rail, the sides of body of the bar intermediate its edges being concave.

In the accompanying drawings, Figure 1 is a view in side elevation showing my improved splice bar in position. Fig. 2 is a view in section of same, and Fig. 3 is a view of one of the bars.

1 represents the track rails, and 2 the splice bars connecting the ends thereof. Each splice bar is provided on its opposite edges with the surfaces 3, inclined to conform to the under surface of the head of rail 1, and with the surfaces 4 inclined to conform to the upper surface of the base of the rail. One inclined surface 3 and one inclined surface 4 are on the same side of the bar at the opposite edges thereof, so that when the bar is in position as shown in Fig. 2, one surface 3 engages the underside of the head, and the other the upper side of the base of the rail, and as these surfaces are oppositely inclined, they effect a wedging action against the adjacent ends of the two rails overlapped by the same, and operate to hold the heads of the two rails rigid and the treads thereof in perfect alinement. When in place as shown in Fig. 2,

the upper inclined surface 4 rests in a plane below the lower face of the head of the rail, and below the wheel flanges, while the lower inclined surface 3 overhangs the edge of the base.

The two sides 5 of the bar are concaved for the twofold purpose of reducing the weight and saving of material, and also for imparting slight resiliency to the bars.

If in the use of the bars they, or the rails become worn at or near the point of junction of the two rails, or in fact at any other point, they can be removed, turned upside down, and two new surfaces presented to the rail.

The bars 2 are secured to the rails 1, by bolts 6 in the usual manner.

It is evident that changes in the shape of the parts might be resorted to without departing from the spirit of my invention hence I would have it understood that I do not confine myself to the exact details shown but consider myself at liberty to make such changes as fairly fall within the spirit and scope of my invention.

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

1. A splice bar provided on its top and bottom edges with an inclined face adapted to engage the underside of the head of the rail, and an oppositely inclined face adapted to rest on the base of the rail.

2. A reversible splice bar having an inclined face at each edge to engage the head of a rail, and also having at each edge a face which is inclined oppositely to the first-mentioned inclined faces and located nearer the center of the bar than the first-mentioned inclined faces and adapted to engage the base of the rail.

3. A reversible splice bar comprising a body widened at its two edges and provided at each edge with double inclined surfaces adapted to engage, respectively, the head and base of the rail, the two inclined surfaces of each edge being in different planes.

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

NEWTON BENJAMIN.

Witnesses:

HENRY R. LORING,

FRED E. SCHARF.