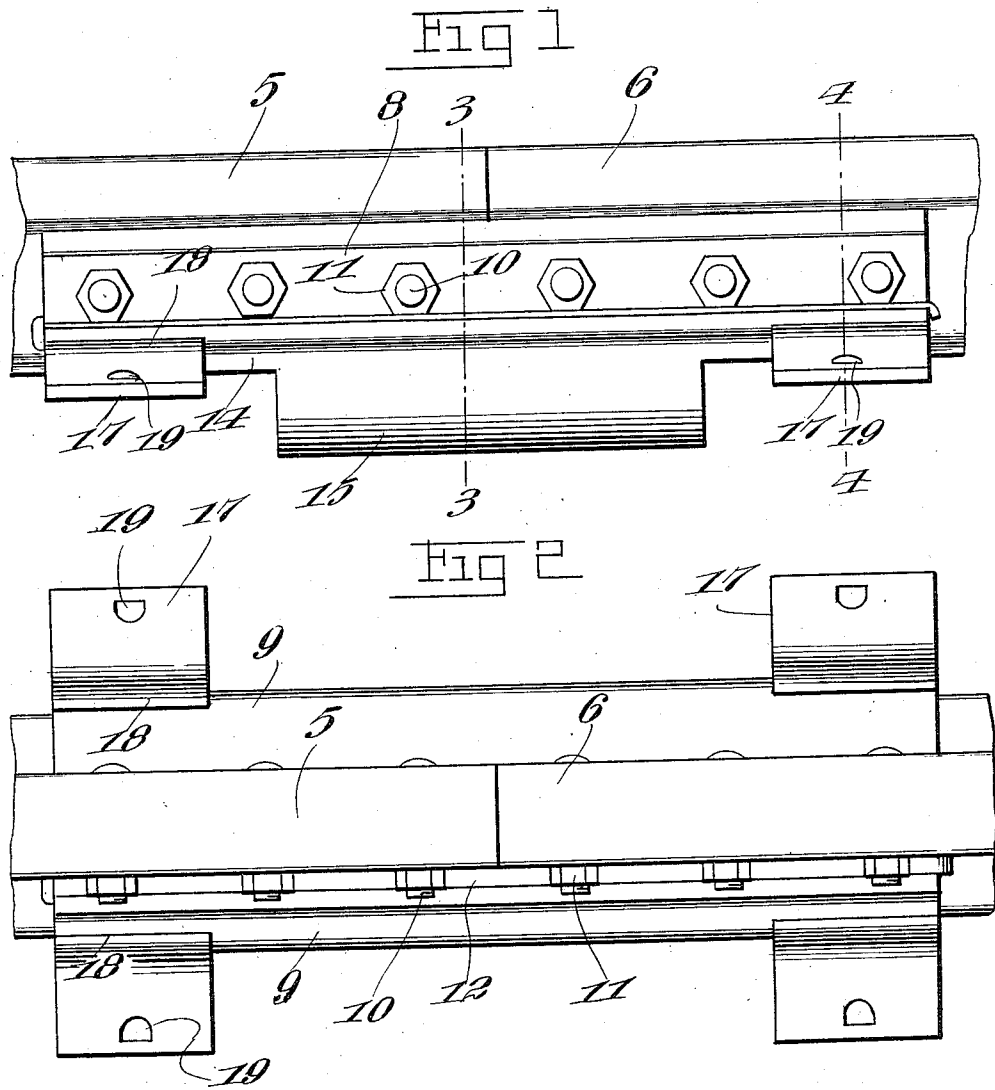


J. BERANEK.
 LOCK SPLICE BAR FOR RAIL JOINTS.
 APPLICATION FILED DEC. 21, 1911.

1,051,189.

Patented Jan. 21, 1913.

2 SHEETS-SHEET 1.



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Witnesses

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Fig 3

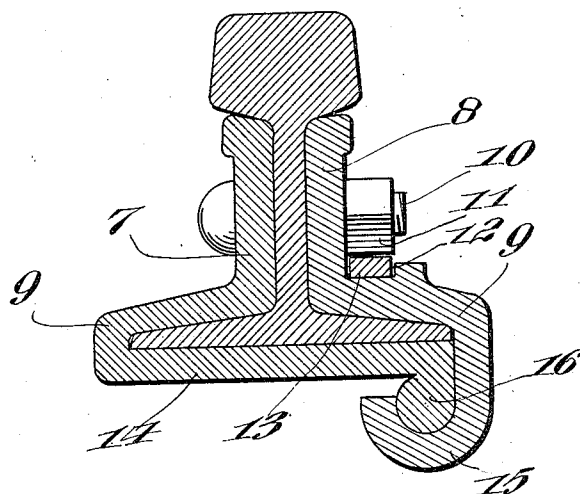
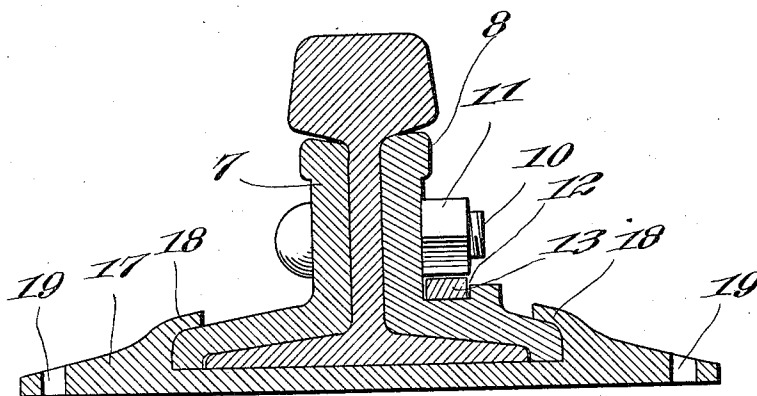


Fig 4



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UNITED STATES PATENT OFFICE.

JAMES BERANEK, OF TARRS, PENNSYLVANIA.

LOCK SPLICE-BAR FOR RAIL-JOINTS.

1,051,189.

Specification of Letters Patent.

Patented Jan. 21, 1913.

Application filed December 21, 1911. Serial No. 667,065.

To all whom it may concern:

Be it known that I, JAMES BERANEK, a citizen of the United States, residing at Tarrs, in the county of Westmoreland and State of Pennsylvania, have invented new and useful Improvements in Lock Splice-Bars for Rail-Joints, of which the following is a specification.

The invention relates to rail joints, and more particularly to the class of lock splice bars for the meeting ends of railway ends.

The primary object of the invention is the provision of a device of this character in which the meeting ends of rails may be securely fastened and sustained in alinement with each other, thereby avoiding the possibility of the separation of the rails or the sagging of one rail with respect to the other, thus assuring, at all times, a safe and secure joint, yet permitting the expanding and contracting of the rails.

Another object of the invention is the provision of a device of this character in which the meeting ends of rails will be locked together, so as to prevent the parting of the same in event of the bolts or nuts becoming loose, and that will support a heavy load when subjected thereto.

A further object of the invention is the provision of a device of this character which is simple in construction, reliable and efficient in its purpose, and inexpensive in manufacture.

With these and other objects in view, the invention consists in the construction, combination and arrangement of parts, as will be hereinafter more fully described, illustrated in the accompanying drawings, and pointed out in the claim hereunto appended.

In the drawings: Figure 1 is a side elevation of the meeting ends of rails, with the device constructed in accordance with the invention applied thereto. Fig. 2 is a top plan view of the same. Fig. 3 is an enlarged sectional view on the line 3—3 of Fig. 1. Fig. 4 is an enlarged sectional view on the line 4—4 of Fig. 1.

Similar reference characters indicate corresponding parts throughout the several views of the drawings.

Referring to the drawings by numerals, 5 and 6 designate the meeting ends of railway rails which are of the ordinary well-known construction, and are adapted to be connected by means of a lock splice joint, presently described.

The lock rail splice comprises a pair of plates 7 and 8, the same being of the required length and are adapted to engage opposite sides of the rail ends 5 and 6 between the base flanges and the balls or treads thereof, the said plates being formed with out-turned downwardly diverging flanges 9 which are designed to overlie the base flanges of the meeting ends of the rails, and passed through the said plates and the webs of the rail ends in the usual manner are bolt members 10 carrying the usual nuts 11 threaded thereon, the flange 9 on the plate 8 being formed with a channel or guide groove 12, throughout the length thereof and directly beneath the nuts 11, so as to receive a locking bar 13 which is of a depth to wedge between the sides of the nut 11 adjacent thereto, and the bed of the said channel or groove 12, thus locking the nuts against rotation on the bolts.

Formed medially on the flange 9 of the plate 7 and underlying the base flanges of the rails 5 and 6 is a bed plate 14, the same extending transversely of the rails, while formed medially on the flange 9 of the plate 8 and coextensive with the bed plate 14 is a depending inwardly and upwardly curled hook-like locking tongue 15 adapted to engage a rounded rib 16 depending from and integral with the free edge of the bed plate 14, thereby locking the said plates 7 and 8 together.

Slidably fitted on opposite ends of the plates 7 and 8 are clamping plates 17, the same being formed with upwardly and inwardly directed gripping wings 18 which extend over a portion of the flanges 9 of the said plates 7 and 8, the clamping plates 17 underlying the bases of the rail ends 5 and 6 and formed therein, near opposite side edges thereof, are spike holes 19 for receiving the ordinary spikes to fasten the said plates 17 to the usual cross ties supporting the rails.

What is claimed is:

The combination with meeting ends of railway rails, of angle bars disposed on opposite sides of said rails, a base plate integral with the lower edge of one bar and projecting medially therefrom inwardly at right angles to the vertical portions of said bars to underlie the joint between the meeting ends of said rails, a cylindrical rib formed on the free edge of the base plate and depending therefrom below the plane of the

same, an inwardly and upwardly curled flange formed on the lower edge of the other bar for loosely embracing said rib, the free edge of the last named flange being spaced
5 from the under face of the base plate when the vertical portions are in contact with the webs of the rails whereby the said bar can swing outwardly away from the webs of the rails when connected together, and clamping
10 plates having recesses therein correspondingly shaped to receive the lowermost por-

tion of the angle bars beyond the rib and flange for receiving the said bars and the bases of the rails for locking the same together.

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

JAMES BERANEK.

Witnesses:

THOMAS MOTTI,
JOSEPH BERANEK.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."