

A. KUBIK.
 SPLICE BAR.
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1,017,156.

Patented Feb. 13, 1912.

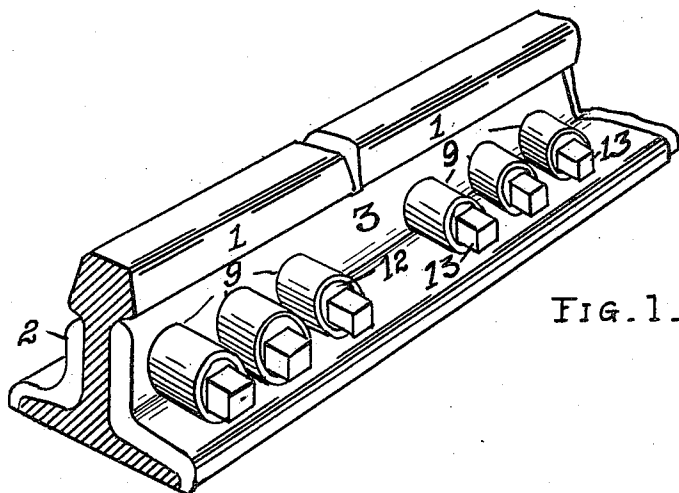


FIG. 1.

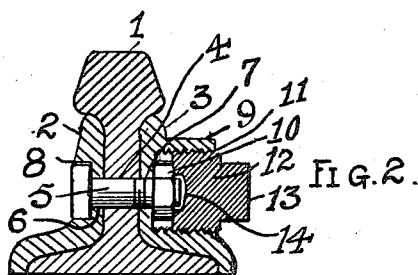


FIG. 2.

FIG. 3.

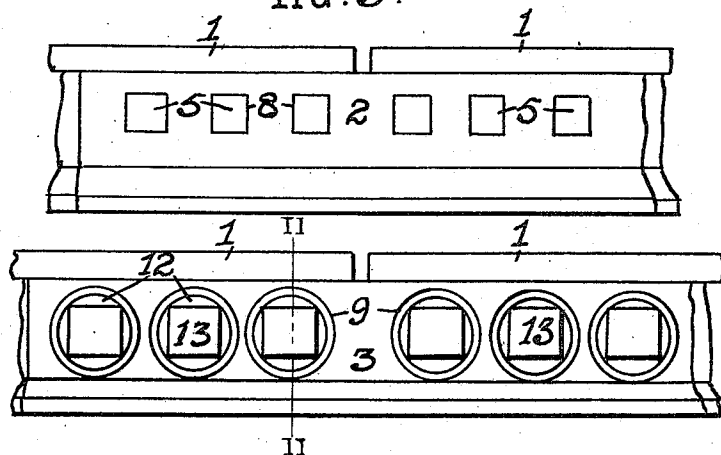


FIG. 4.

WITNESSES

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UNITED STATES PATENT OFFICE.

ANDREW KUBIK, OF McKEES ROCKS, PENNSYLVANIA.

SPLICE-BAR.

1,017,156.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, ANDREW KUBIK, a citizen of the United States, and residing in the borough of McKees Rocks, in the county of Allegheny and State of Pennsylvania, have invented or discovered new and useful Improvements in Splice-Bars, of which the following is a specification.

My invention consists in a new and improved splice-bar for connecting the adjacent ends of railway rails.

Disasters frequently occur because of the accidental loosening of the connecting bolts or through tampering by miscreants. My splice-bar is so constructed that the nuts on the connecting bolts and the bolts themselves are positively locked in place against accidental loosening, and said bolts and nuts cannot be intentionally loosened except by the use of a special tool of peculiar design and in the possession of the trackmen alone.

In the accompanying drawings Figure 1 is a perspective showing adjacent rail ends connected by my splice-bar; Fig. 2 is a vertical section along the line II—II in Fig. 4, the bolt being shown in full; Fig. 3 is one side elevation of the rails and splice-bar and Fig. 4 is the opposite side elevation.

The following is a detailed description of the drawings:

1 and 1 are a pair of adjacent railway rails with abutting ends. These rails are shown, for the sake of illustration, as of the ordinary T rail type, but it will be understood that my splice-bar structure may equally well be applied to girder rails or rails of any other type.

2 and 3 are the side plates of the splice-bar structure which fit against the web of the rails 1 and 1, and, where the rails are provided with an extended base, as shown, also fit against the base of the rails.

The rails are provided with the usual bolt holes 4 for the reception of the bolts 5 which also engage the holes 6 in plate 2 and the holes 7 in plate 3. The outer portions of holes 6 are provided with square counter-sunk portions 8 in which the heads of bolts 5 seat, thus preventing said bolts from turning. The other ends of said bolts extend through the holes 7 in plate 3 into the in-

terior of the tubular bosses 9 integral with the plate 3 and concentric with holes 7. The nuts 10 of the bolts 5 are screwed down on said bolts within the bosses 9 and against the body of plate 3. The interiors of the bosses 9 are threaded, as at 11.

12 are plugs which are screwed into the bosses 9 being provided with squared outer ends, 13 for the engagement of a wrench or tool. The inner ends of plugs 12 are each provided with a recessed seat 14 which fits down over the bolt 5 and the end of said plug bears against the nut 10 and prevents said nut from loosening.

While the plugs 12 may be removed or inserted with an ordinary wrench, the nut 10 can only be removed or installed with a special tool or wrench in the hands of authorized trackmen only and not within the reach of irresponsible persons.

It is evident that the nuts and bolts of my splice-bar structure will not accidentally loosen as they are positively locked in place. It is also evident that the splice-bar cannot be seriously tampered with or loosened without the use of a special tool to which access is not had by the general public.

What I desire to claim is:—

1. A splice-bar structure composed of a pair of plates engaging the opposite sides of the rails, bolts seated in said plates and extending through holes in the rails, tubular bosses on one of said plates, nuts engaging said bolts within said bosses, and plugs screwed down into said bosses and locking said nuts.

2. A splice-bar structure composed of a pair of plates engaging the opposite sides of the rails, bolts having their heads seated in locking recesses in one of said plates and extending through holes in the rails and in the other plate, tubular bosses on the second plate into which the ends of said bolts extend, nuts seated in said bosses and engaging said bolts, and plugs screwed down into said bosses and locking said nuts.

Signed at Pittsburgh, Penna., this 8th day of November, 1911.

ANDREW KUBIK.

Witnesses:

EDWARD A. LAWRENCE,
W. S. WALSH.