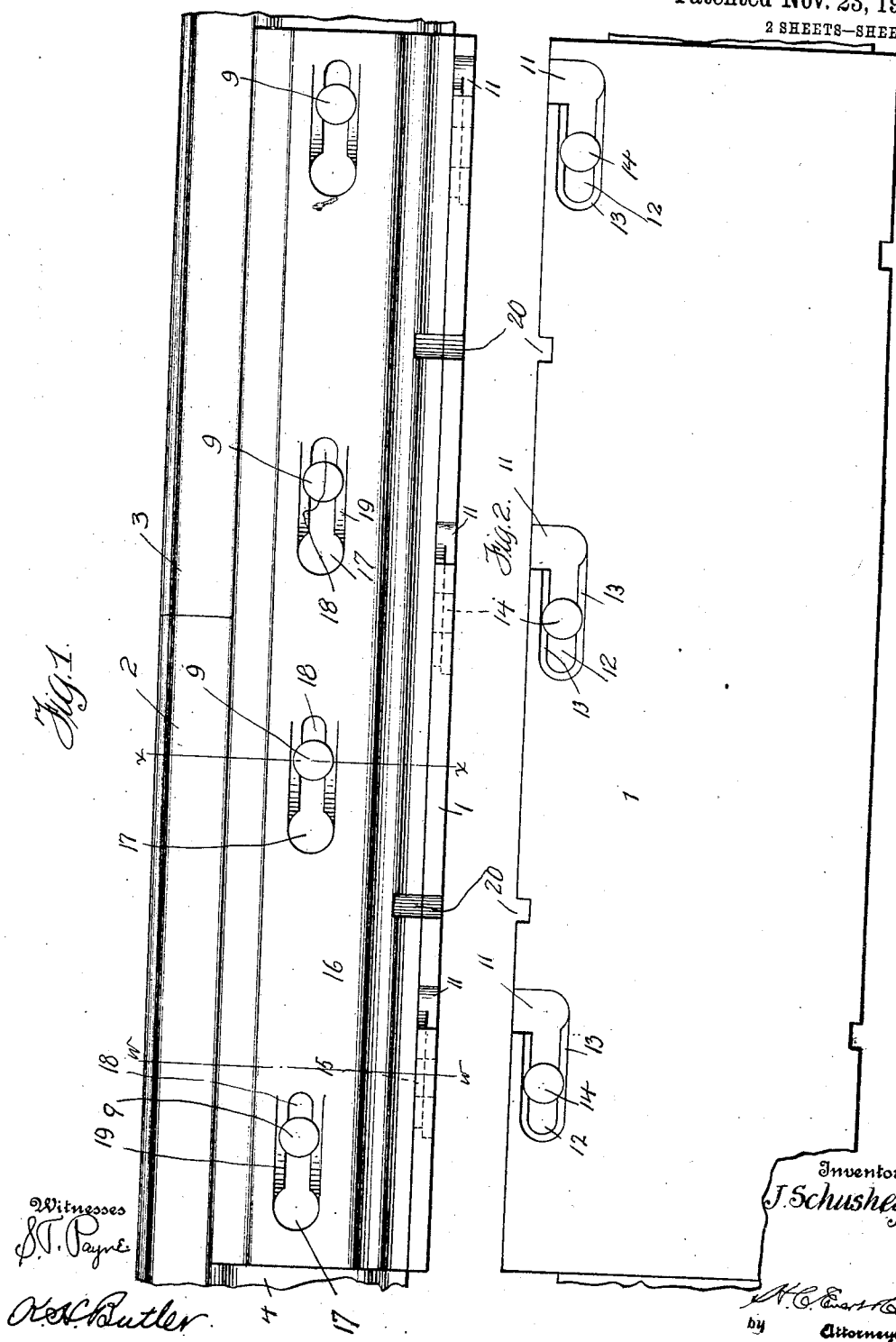


J. SCHUSHEY.
RAIL JOINT.
APPLICATION FILED SEPT. 30, 1909.

941,279.

Patented Nov. 23, 1909.
2 SHEETS—SHEET 1.



Witnesses
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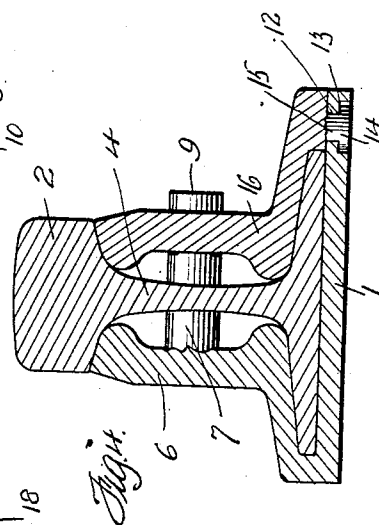
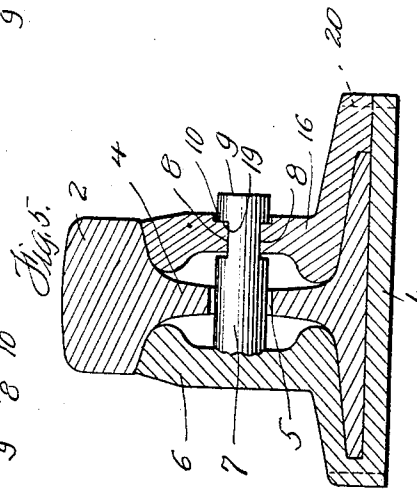
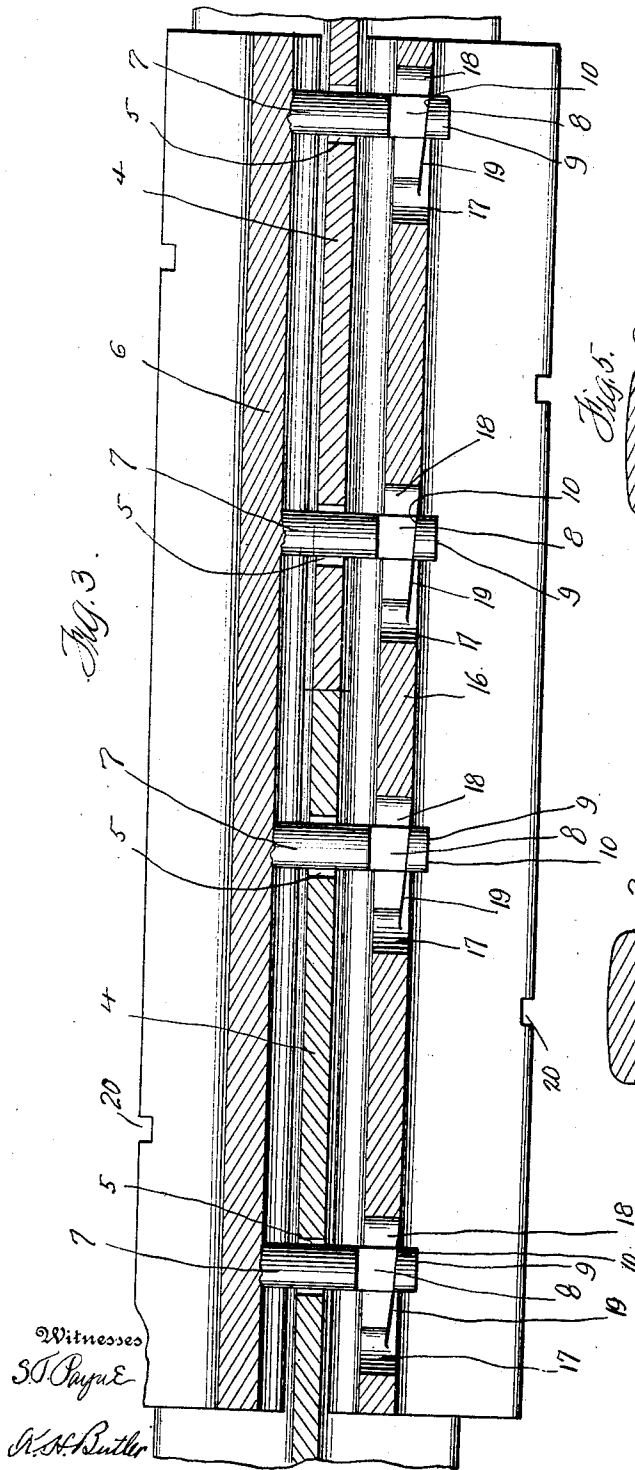
by
Attorneys

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UNITED STATES PATENT OFFICE.

JOSEF SCHUSHEY, OF PITTSBURG, PENNSYLVANIA.

RAIL-JOINT.

941,279.

Specification of Letters Patent.

Patented Nov. 23, 1909.

Application filed September 30, 1909. Serial No. 520,387.

To all whom it may concern:

Be it known that I, JOSEF SCHUSHEY, a subject of the Emperor of Austria, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to rail joints, and the objects of my invention are; first, to provide simple and effective means for connecting the confronting ends of two rails without the use of bolts and nuts; second, to provide a strong and durable rail joint consisting of two parts easily and quickly assembled, and third, to provide a rail connection that will prevent lateral and vertical displacement of two rails secured together in accordance with my invention.

I attain the above objects by a rail joint that will be hereinafter considered in detail and then claimed.

In the drawings:—Figure 1 is a side elevation of a rail joint constructed in accordance with my invention, Fig. 2 is a bottom plan of the same, Fig. 3 is a horizontal sectional view of a rail joint, Fig. 4 is a cross sectional view taken on the line W—W of Fig. 1, and, Fig. 5 is a similar view taken on the line X—X of Fig. 1.

The reference numeral 1 denotes a base plate adapted to support the confronting ends of rails 2 and 3, said rails having the web portions 4 thereof provided with transverse openings 5.

6 denotes a splice bar formed integral with one edge of the base plate 1, said splice bar corresponding in length to the base plate 1 and adapted to overlie one of the base flanges of each and brace the head of each rail, as best shown in Figs. 4 and 5. This splice bar is provided with integral pins 7 extending through the openings 5 of the webs 4, said pins having the outer ends thereof provided with transverse diametrically opposed grooves 8, thereby reducing the cross sectional area of the pin adjacent to the outer end thereof, forming a head 9 upon the end of the pin. The sides of the grooves 8 bordering upon the head 9 are transversely beveled or inclined, as at 10 for a purpose that will presently appear.

The edge of the base plate 1 opposite the splice bar 6 is provided with bayonet shaped slots 11, and the material bordering upon the

longitudinal portions 12 of said slots is cut away upon the under side of the base plate 1, as at 13 to provide clearance for circular heads 14 carried by depending pins 15, said pins being carried by the lower outer edge of a splice bar 16 adapted to cooperate with the splice bar 6. The heads 14 of the pins 15 are formed similar to the heads 9 of the pins 7, that is, by reducing or providing the pins with grooves adjacent to their outer ends.

The splice bar 16 extends over the base flanges of the rails 2 and 3 and braces the heads of said rails and this splice bar is provided with transverse openings 17 to receive the pins 7. Communicating with each one of the openings 17 is a longitudinal slot 18 and the material bordering upon the outer side of said slot is cut away to provide inclined gripping surfaces 19 for the heads 9 of the pins 7.

The outer edges of the splice bars 6 and 16 and the base plate 1 are provided with spike notches 20, whereby the rail joint can be secured to ties or sleepers, (not shown).

After the rails 2 and 3 have been placed in position upon the base plate 1, the splice bar 16 is placed in position. This is accomplished by simultaneously fitting the pins 15 into the transverse portions of the slots 11 and the splice bar 16 upon the pins 7, said pins extending through the openings 17. The splice bar 16 is then in position to be shifted, and this is accomplished by using a suitable instrument to drive the splice bar 16 lengthwise until the same is locked in engagement with the pins 7 by the gripping surfaces 19 engaging the heads 9 of the pins 7. The heads 9 prevent lateral displacement of the splice bars 6 and 16, while the pins 15 prevent vertical displacement in conjunction with the pins 7. When the splice bar 16 has been locked in engagement with the rails 2 and 3, the ends of the splice bar 16 transversely aline with the ends of the splice bar 6, and the spike notches of the splice bar 16 register with the spike notches of the base plate 1.

Having now described my invention, what I claim as new, is:—

1. In a rail joint, the combination with rails having the webs thereof provided with transverse openings, of a base plate for supporting said rails, a splice bar carried by said base plate and bracing said rails, pins carried by said splice bar and extending through the openings of said rails, heads

carried by the outer ends of said pins, a splice bar detachably mounted upon said base plate for bracing said rails, depending pins carried by the lower edge of said splice bar, said base plate having bayonet shaped slots formed therein to receive the pins of said splice bar, said splice bar having openings to receive the pins of the first mentioned splice bar, said splice bars having slots formed therein communicating with said openings and providing inclined gripping surfaces for the heads of the first mentioned pins, said base plate having spike notches formed therein, said detachable splice bar having spike notches formed therein, adapted to register with the spike notches of said base plate when said splice bar is shifted to lock the pins of the first mentioned splice bar in engagement with the last mentioned splice bar.

2. In a rail joint, the combination with rails having the webs thereof provided with

openings, of a base plate supporting said rails, an integral splice bar carried by said base plate for bracing said rails, pins carried by said integral splice bar and extending through the openings of said rails, a detachable splice bar adapted to brace said rails and provided with openings to receive the pins of said integral splice bar, said base plate having bayonet shaped slots formed therein, depending pins carried by the lower edge of said detachable splice bar and adapted to engage in said bayonet shaped slots, and means in connection with the pins of said integral splice bar for locking said detachable bars in engagement with said rails. In testimony whereof I affix my signature in the presence of two witnesses.

JOSEF SCHUSHEY.

Witnesses:

O. H. RABSÁG,
MAX H. SROLOVITZ.