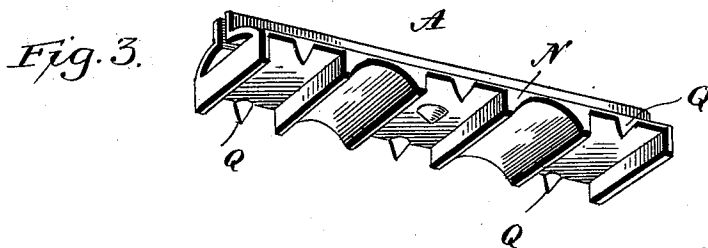
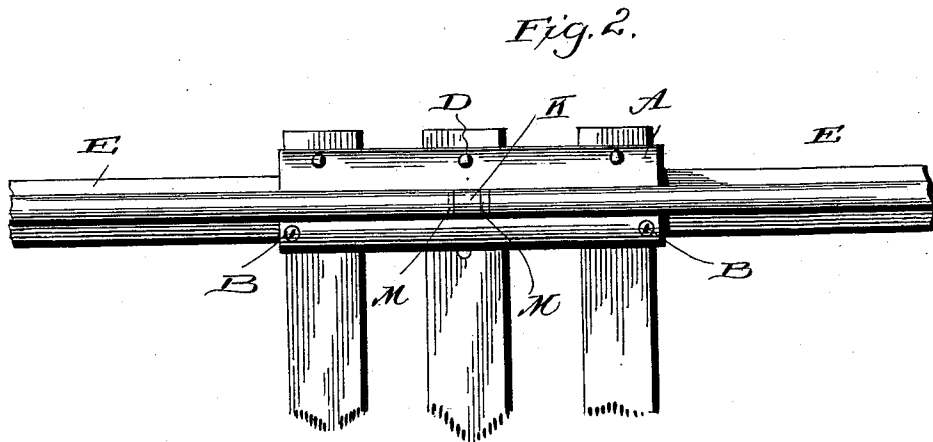
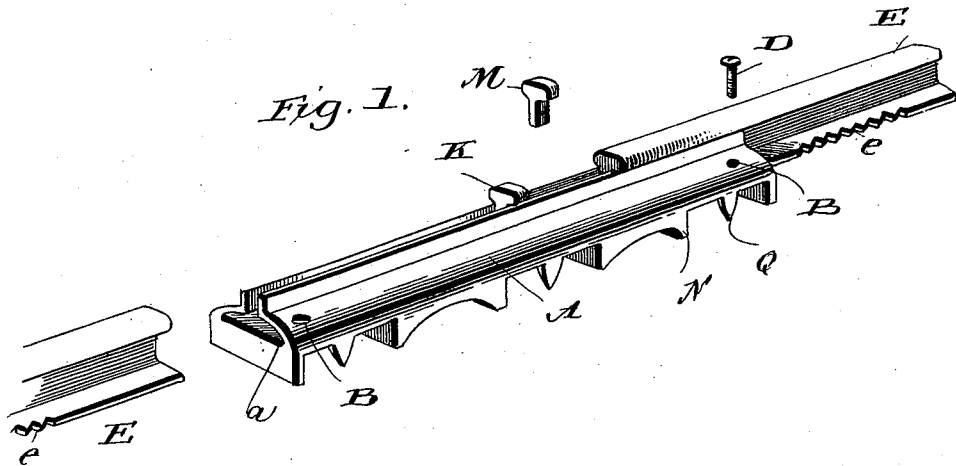


(No Model.)

F. KRUSINSKI.  
RAIL JOINT.

No. 568,355.

Patented Sept. 29, 1896.



Witnesses:  
L. C. Hills.  
A. L. Hough.

Inventor:  
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Atty.

# UNITED STATES PATENT OFFICE.

FERDINAND KRUSINSKI, OF ROCKDALE, TEXAS.

## RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 568,355, dated September 29, 1896.

Application filed June 22, 1896. Serial No. 596,443. (No model.)

*To all whom it may concern:*

Be it known that I, FERDINAND KRUSINSKI, a citizen of the United States, residing at Rockdale, in the county of Milan and State of Texas, have invented certain new and useful Improvements in Rail-Joints; and I do 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in railway-rail joints, and especially to a means for adjusting the rails whereby a tight joint may be produced at any season of the year when the expansion and contraction of the metal with the varying temperatures cause the joints to become loose and the track uneven.

The invention consists, further, in the provision of suitable rail-carrying bed-pieces, made of metal and grooved to receive the rail, apertures being provided in the plates or rail-pieces through which pins are inserted which engage in notches in the flange of the rail, so that the rail may be easily adjusted at different positions and rail-sections interposed between the ends of the rails to fill in the space therebetween.

Another feature of the invention relates to the peculiar construction of the rail-carrying bed-piece, having brackets on its under side which are adapted to brace against the railway-ties, and suitable pins or integral lugs which engage with the tie to hold it firmly in place.

To these ends and to such others as the invention may pertain the same consists, further, in the novel construction, combination, and adaptation of the parts, as will be hereinafter more fully described, and then specifically defined in the appended claim.

I clearly illustrate my invention in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which drawings simi-

lar letters of reference indicate like parts throughout the several views, in which— 50

Figure 1 is a perspective view of a rail, showing one end held in the bed-plate. Fig. 2 is a top plan view showing two rails held in a bed-plate. Fig. 3 is a perspective view of the under side of the bed-plate, showing the brackets and integral points. 55

Reference now being had to the details of the drawings by letter, A designates the bed or rail plate, which is grooved or recessed out at *a* to conform to the shape of the flanges of the rail which is to be inserted therein. Apertures B are provided at suitable locations in the rail bed piece or plate, in which apertures pins D are designed to be placed. 60

The rails E are inserted in the grooved bed-plate, and the flange on one side of each rail is provided with a series of serrations or notches *e*, in which notches the pin D is designed to register at different locations as the rail is drawn in or out to adjust the same. An integral or fixed wedge-shaped filling K is located midway the length of the bed-piece, and against which the ends of the rails may abut. When it is desired to fill in the spaces between the said piece K and the end of the rail, as the metal of the rail is affected by the varying temperature, the pieces M are inserted as seen in Fig. 2 of the drawings, thus making a tight joint. 70

The under side of the bed-piece is provided with the integral brackets N, which have vertical outer sides against which the ties bear, and the integral pins or pointed lugs Q are disposed along the edges of the plate and between the said brackets, so that they will engage in the ties and prevent same from becoming displaced from the jar occasioned by passing trains over the tracks. 80

From the foregoing it will be seen that by my improved rail-joint I am able at any season of the year to make a tight joint by the means herein described and illustrated in the accompanying drawings. 90

Having thus described my invention, what I claim to be new, and desire to secure by Letters Patent, is— 95

In a rail-joint, the combination with the bed-plate grooved, and designed to receive the flanges of the rail, the pin D, carried in an aperture in the bed-plate, one of the flanges  
5 of the rail notched and adapted to be engaged by the said pin, and the integral member K in the groove of the plate, and the sections M, adapted to be filled in the spaces between

the end of the rail and the said member K, substantially as shown and described. 10

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

FERDINAND KRUSINSKI.

Witnesses:

H. C. GRAYSON,

PHIL. DUNNINGTON.