

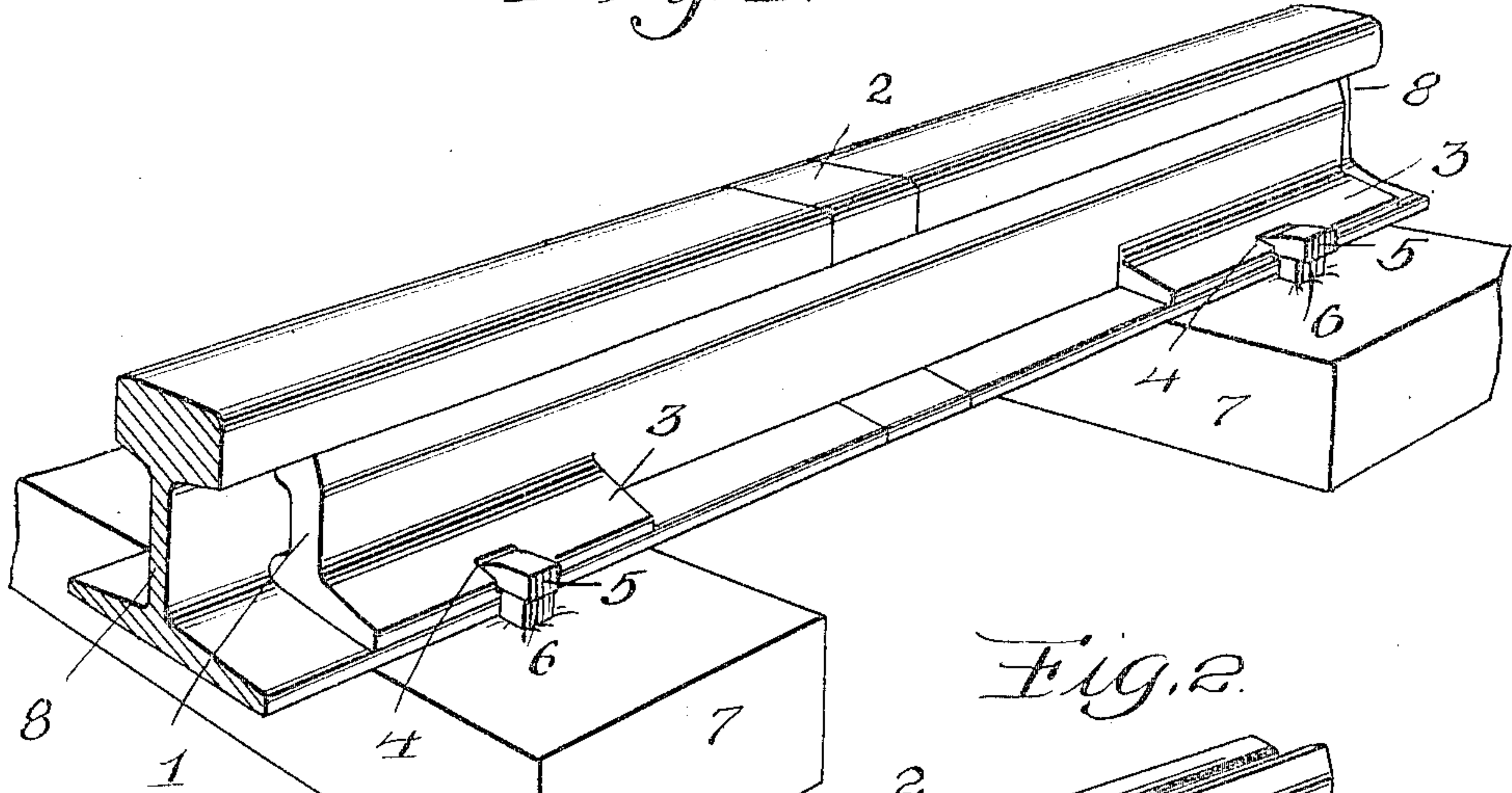
J. CUSICK.  
RAIL JOINT.

APPLICATION FILED DEC. 29, 1910.

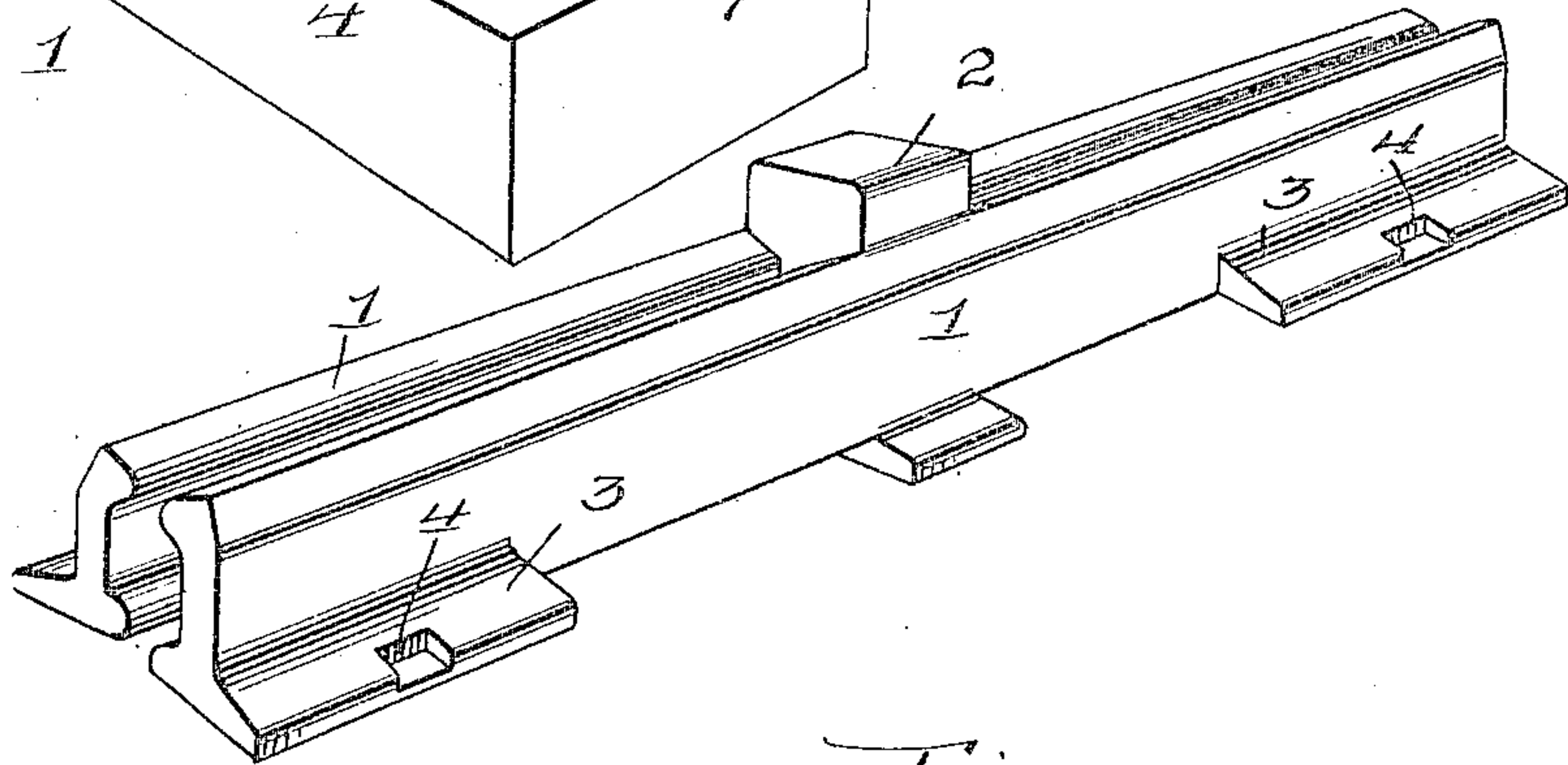
985,572.

Patented Feb. 28, 1911.

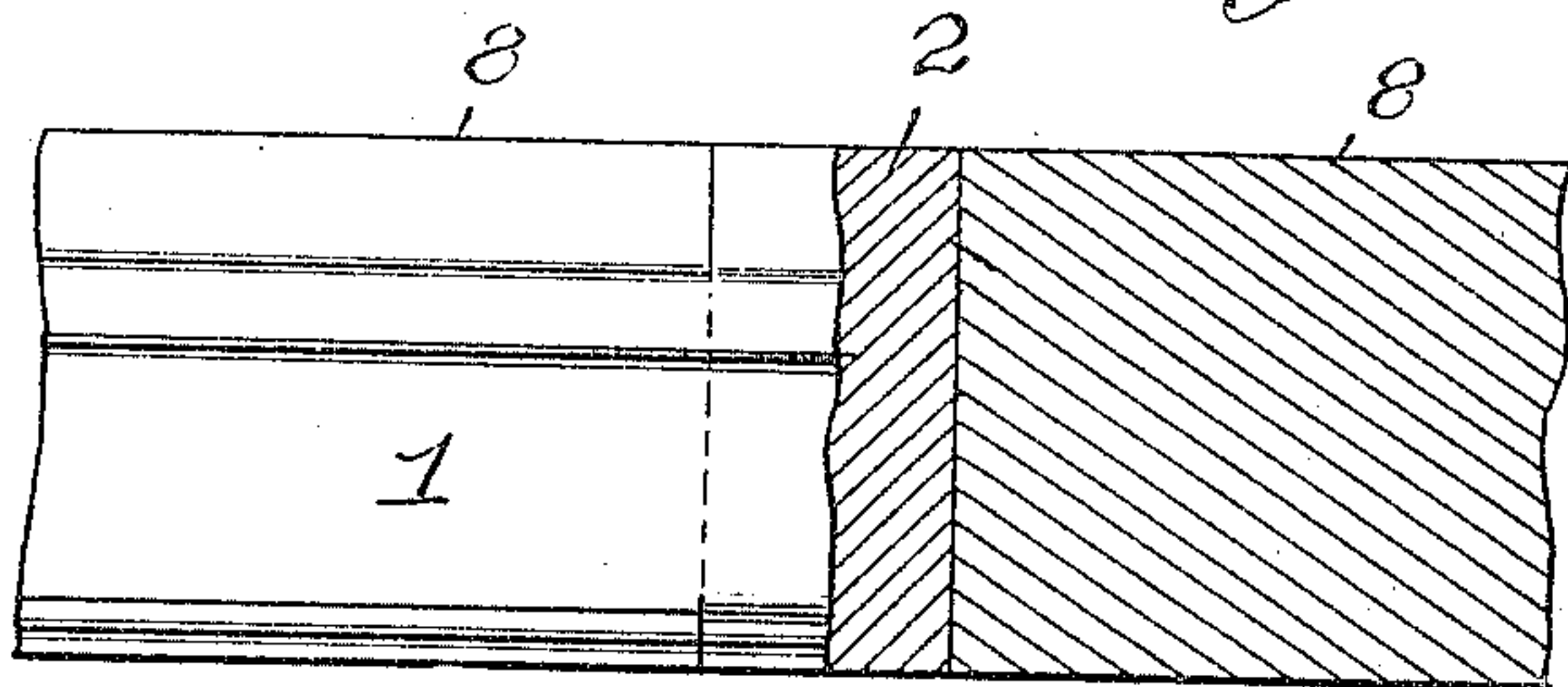
*Fig. 1.*



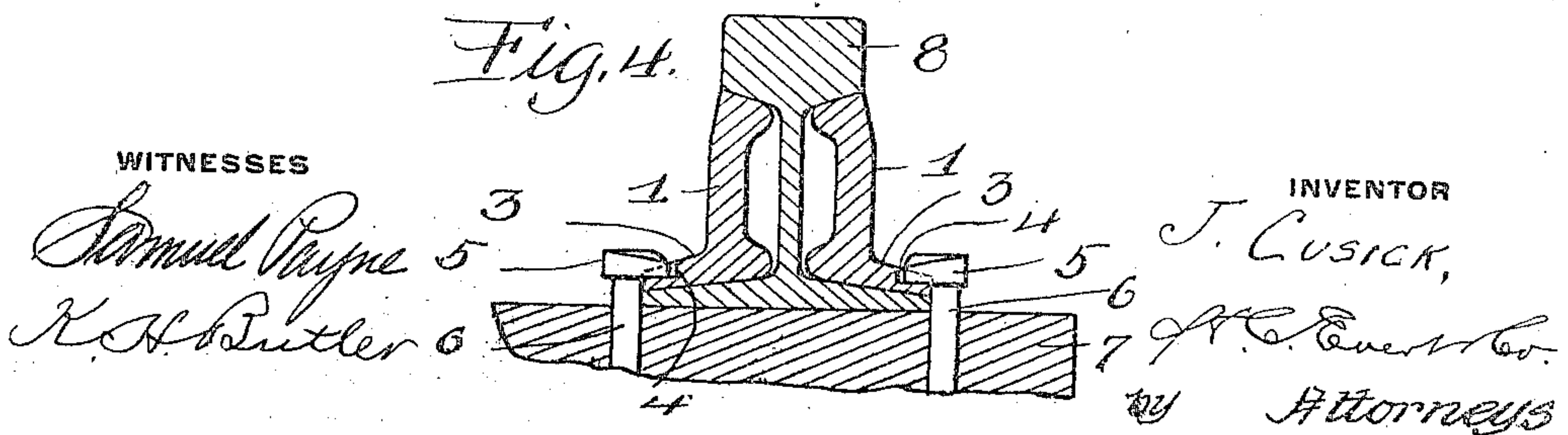
*Fig. 2.*



*Fig. 3.*



*Fig. 4.*



WITNESSES

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# UNITED STATES PATENT OFFICE.

JOHN CUSICK, OF SHARON, PENNSYLVANIA.

## RAIL-JOINT.

985,572

Specification of Letters Patent.

Patented Feb. 28, 1911.

Application filed December 29, 1910. Serial No. 599,878

*To all whom it may concern:*

Be it known that I, JOHN CUSICK, a citizen of the United States of America, residing at Sharon, in the county of Mercer 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.

10 This invention relates to rail joints, and the objects of my invention are, first, to provide practically a continuous tread for the rolling stock adapted to pass over the confronting ends of two rails; second, to obviate the necessity of using bolts and nuts as a fastening means for the confronting ends of rails; third, to provide a rail joint that can be easily and quickly installed without the use of skilled labor, and fourth, to accomplish the above results by a joint that is simple in construction, durable, and highly efficient for the purposes for which it is intended.

I attain the above objects by a mechanical construction that will be hereinafter specifically described and then claimed, and reference will now be had to the drawing, wherein:—

30 Figure 1 is a perspective view of the rail joint, Fig. 2 is a perspective view of a detached connecting member, Fig. 3 is a side elevation of the rail joint, partly broken away and partly in section, and, Fig. 4 is an end view of the same.

35 The connecting member of the rail joint comprises two splice bars 1 and these bars intermediate the ends thereof are formed integral with a rail section 2 corresponding in cross section to a rail, the head of the rail section protruding above the splice bars and the base flanges thereof protruding outwardly from the lower edges of the splice bars. The ends of the splice bars 1 are provided with lateral flanges 3, said flanges

extending outwardly from the outer sides 45 of the bars 1 and having the outer upper edges thereof provided with recesses 4 adapted to receive the heads 5 of spikes 6 driven into ties 7 for retaining the connecting member upon said ties.

50 The rails to be held by the connecting member are designated 8 and these rails are adapted to have the ends thereof confront the rail section 2 with the splice bars 1 bracing the sides of the rails 8 and the flanges 3 of said bars extending over the base flanges 55 of the rails 8.

The connecting member is made of metal similar to the rails 8 and is adapted to form a bridge between the ends of the rails 8 and thereby provide practically a continuous tread for rolling stock upon said rails.

What I claim is:—

In a rail joint, the combination with ties and rails adapted to be supported by said 65 ties, of a connecting member interposed between the ends of said rails and comprising splice bars, a rail section connecting said splice bars intermediate the ends thereof and having the head of said section protruding above the upper edges of said splice bars and the base flanges of said section protruding outwardly from the lower edges of said bars, lateral flanges arranged at the ends of said splice bars and adapted to 75 extend over the base flanges of the rails between said splice bars, said lateral flanges having recesses formed therein, and means engaging in said recesses and adapted to retain said connecting member and the rails 80 connected thereby upon said ties, substantially, as described.

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

JOHN CUSICK.

Witnesses:

MAX H. SROLOVITZ,  
CRISSY T. HOOD.