

No. 765,028.

PATENTED JULY 12, 1904.

P. MATUSAK.

RAIL JOINT.

APPLICATION FILED APR. 26, 1904.

NO MODEL.

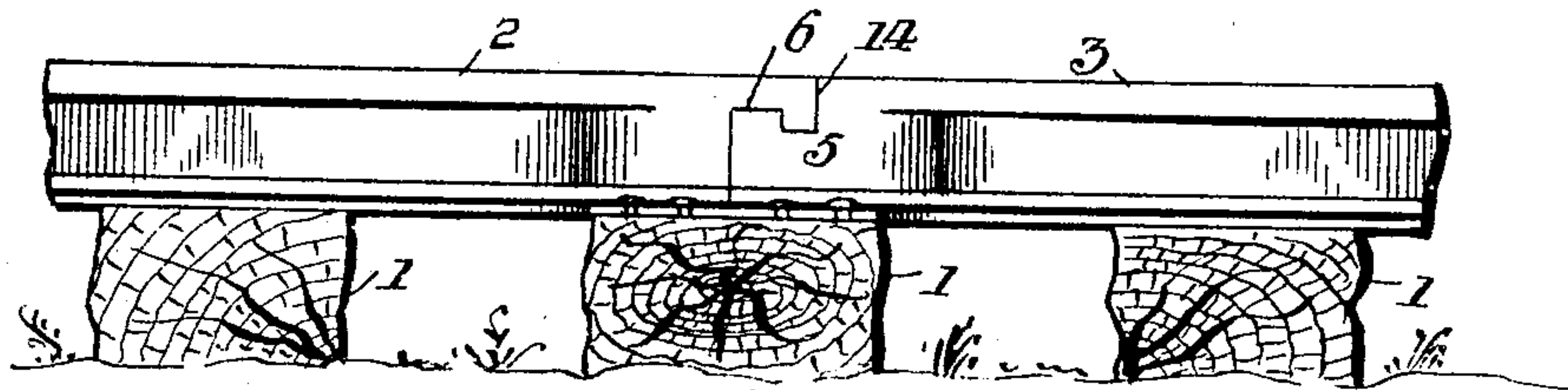


Fig. 1.

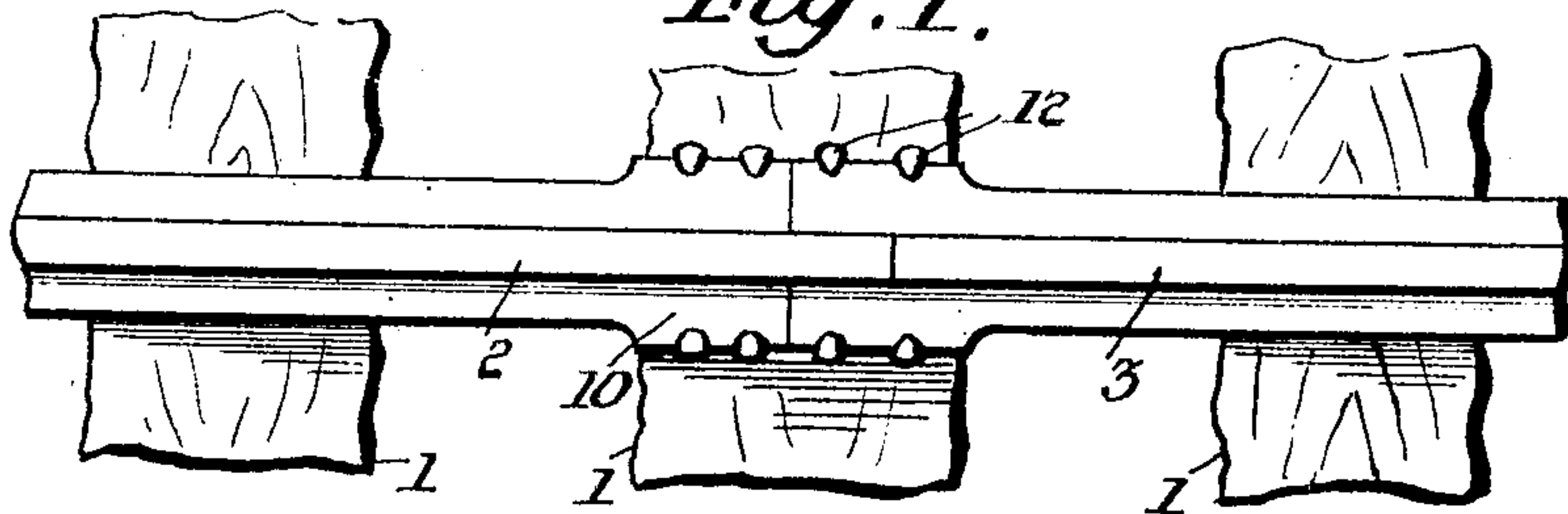


Fig. 2.

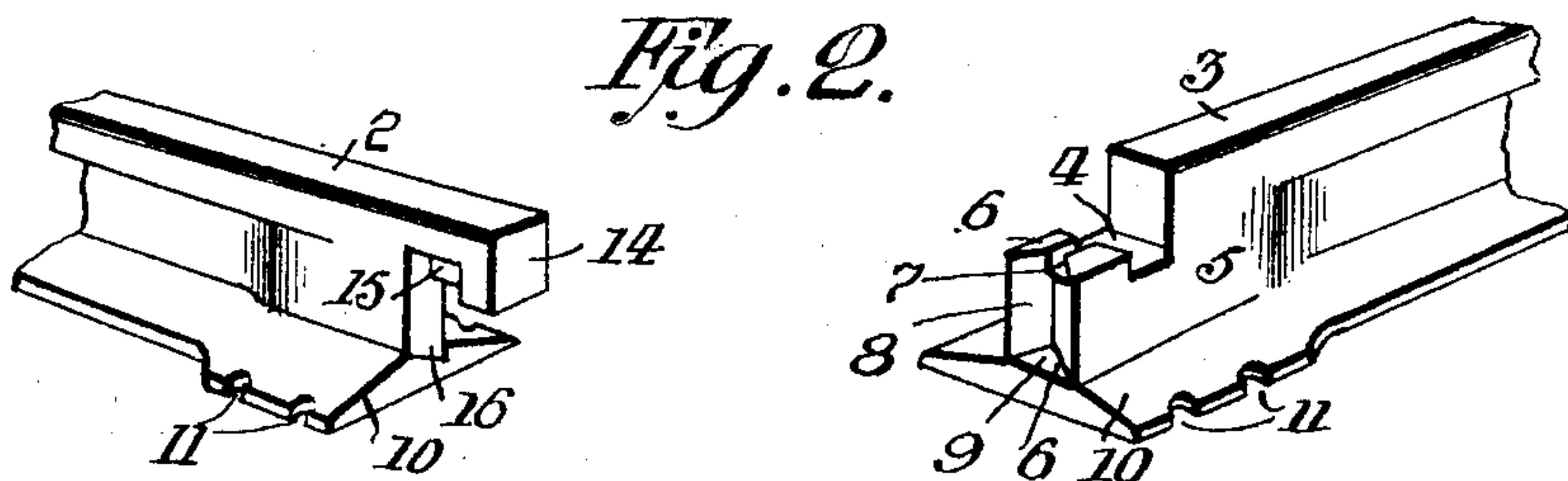


Fig. 3.

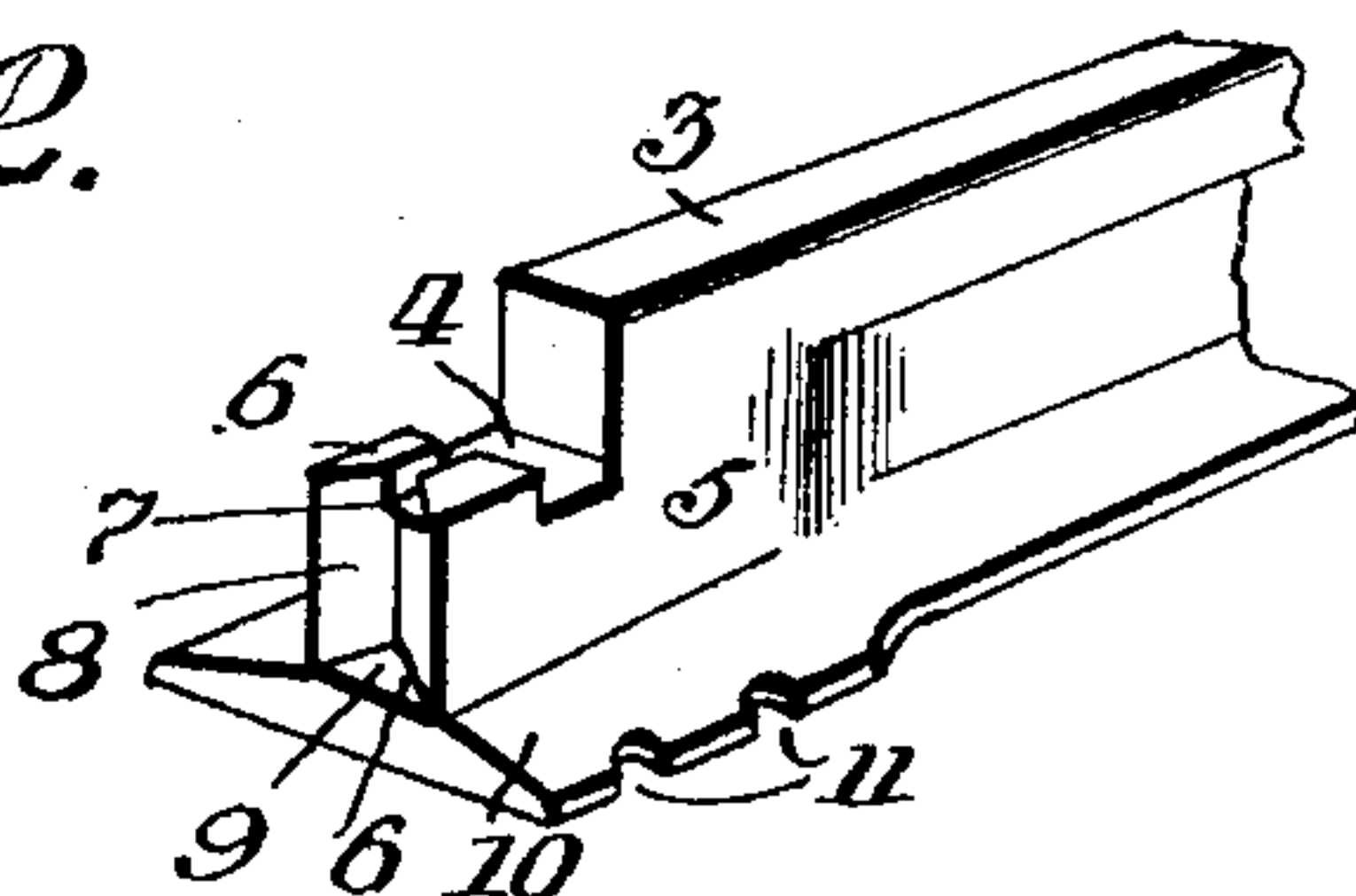


Fig. 4.

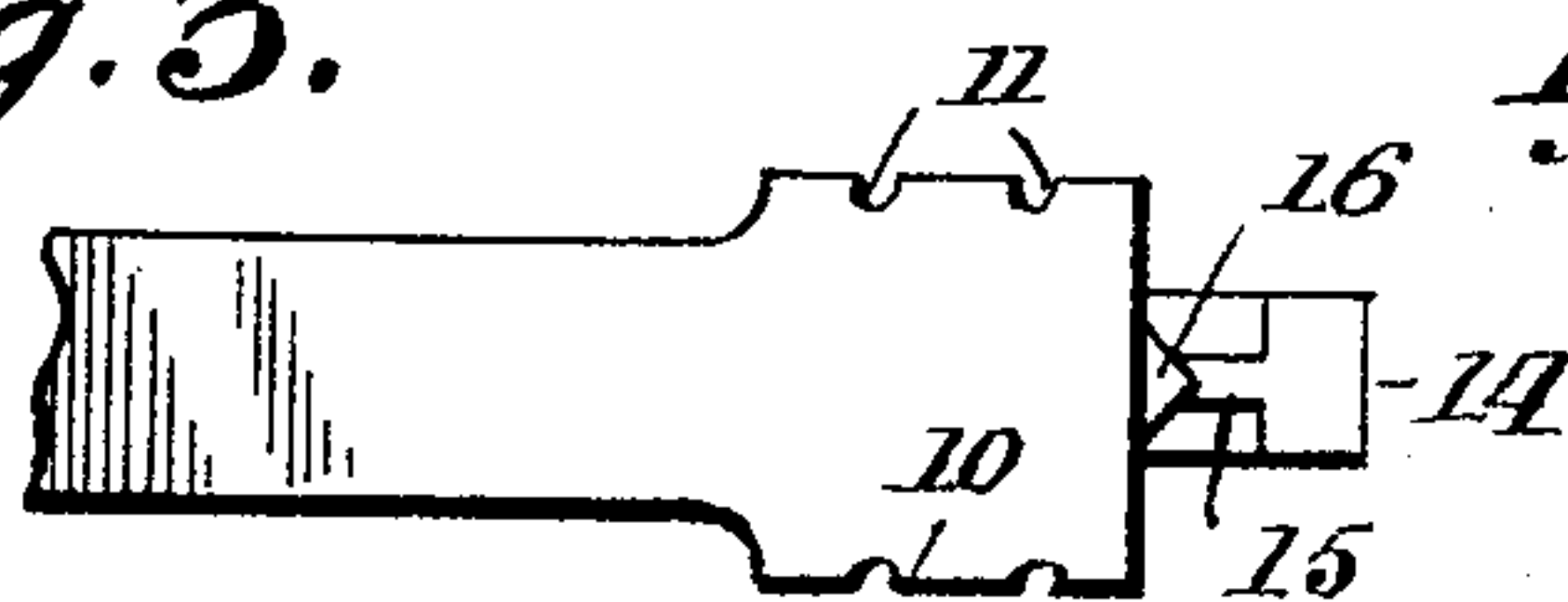


Fig. 5.



Fig. 7.

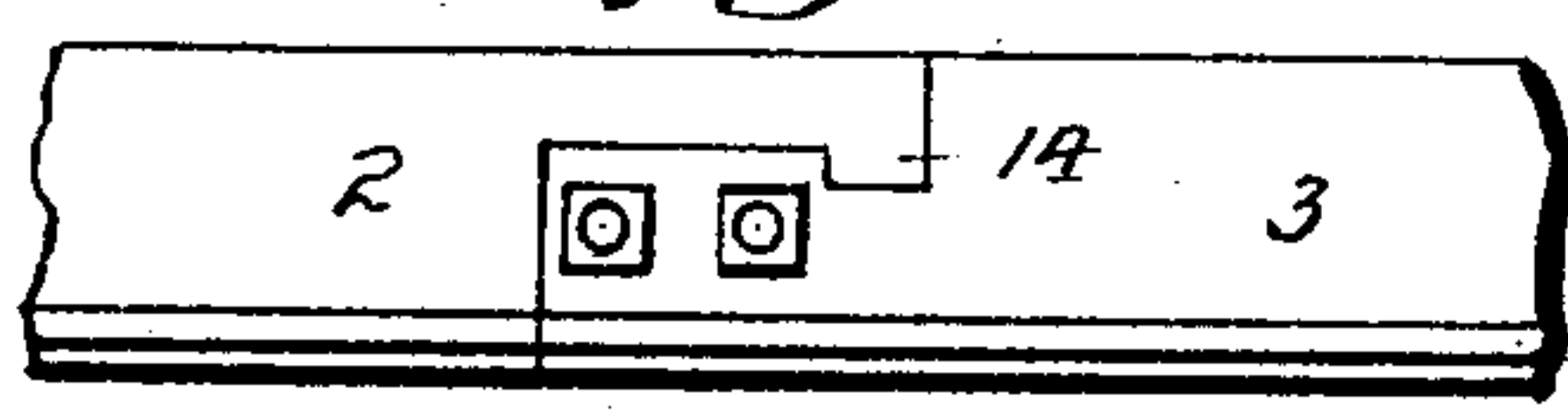


Fig. 6.

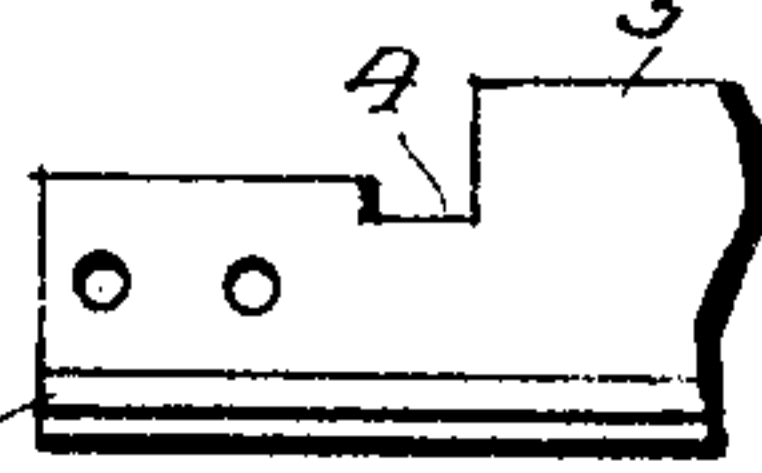


Fig. 8.

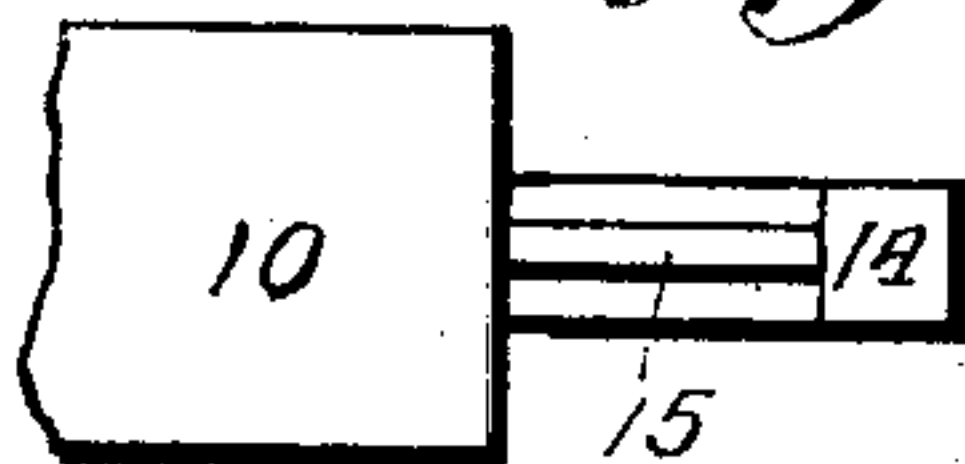


Fig. 9.

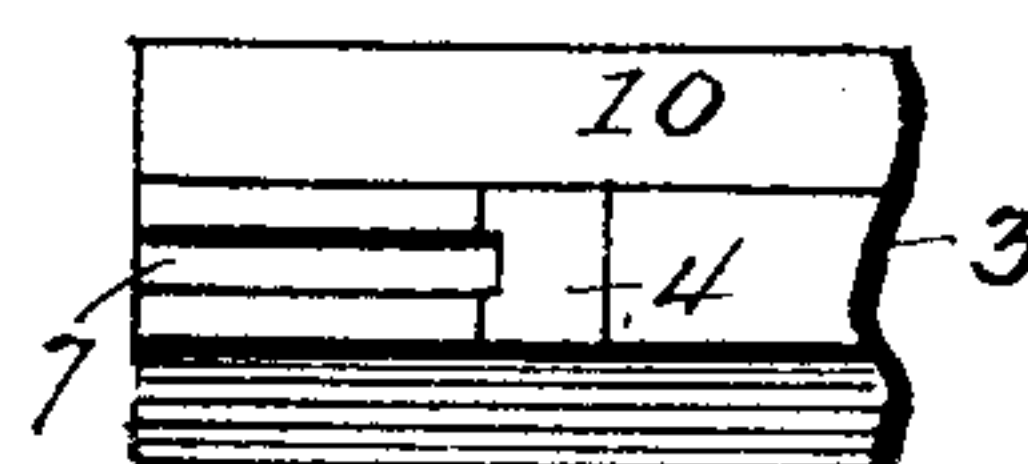


Fig. 10.

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# UNITED STATES PATENT OFFICE.

PETER MATUSAK, OF GREENSBURG, PENNSYLVANIA.

## RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 765,028, dated July 12, 1904.

Application filed April 26, 1904. Serial No. 204,959. (No model.)

*To all whom it may concern:*

Be it known that I, PETER MATUSAK, a citizen of the United States of America, residing at Greensburg, in the county of Westmoreland 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 drawings.

This invention relates to certain new and useful improvements in rail-joints, and has for its object the provision of novel means whereby two sections of rails may be securely interlocked, thereby dispensing with the use of fish-plates.

My invention further aims to provide a rail-joint that may be easily placed in position and readily removed when the occasion requires; furthermore, one that will be extremely simple in construction, strong, durable, comparatively inexpensive to manufacture, and highly efficient in its use.

In describing the invention in detail reference is had to the accompanying drawings, forming a part of this application, and wherein like numerals of reference indicate like parts throughout the several views, in which—

Figure 1 is a side elevation of two sections of rails placed in position with my improvements attached thereto. Fig. 2 is a top plan view thereof. Fig. 3 is a fragmentary perspective view of the male member of the rail. Fig. 4 is a similar view of the female member of the rail. Fig. 5 is an underneath plan view of a part of the male member of the rail. Fig. 6 is a side elevation of a modified form of joint. Fig. 7 is a side elevation of the male member thereof. Fig. 8 is a like view of the female member. Fig. 9 is an under plan view of the male member. Fig. 10 is a plan view of the female member. Figs. 6, 7, 8, 9, and 10 all relate to a modified form of my invention.

In the drawings the cross-ties are represented by reference-numeral 1. 2 represents the male member of the rail, and 3 the female member. The latter at its meeting end is provided with a cut-away portion forming a seat 4, which is formed in the enlarged portion 5 of the web of the rail.

6 6 are upwardly-extending lugs having beveled upper faces, and between the lugs a supplemental seat 7 is formed, which is arranged upon a plane slightly higher than the seat 4. These lugs carry on their outer faces beveled walls 8, forming a V-shaped recess and a V-shaped seat 9, formed centrally upon the base-flange 10 of the rail, said base-flange having formed therein notches 11 for the reception of spikes 12 or other suitable fastening means.

The male member 2 of the rail is formed with a hook portion 14, which is adapted to rest in the seat 4 of the female member, and also carries a downwardly-extending lug 15, the latter being adapted to engage in the seat 7, formed between the lugs 6. This male member also carries a V-shaped projection 16, which is secured adjacent to the beveled sides 8 and adapted to rest upon the seat 9 of the base-flange, the base ends of the rails being adapted to abut against each other.

In the modified form shown in Figs. 6, 7, 8, 9, and 10 of the drawings I dispense with the V-shaped projection 16 and the V-shaped recess 8 and extend the downwardly-extending lug to the base-flange of the rail and correspondingly extend the seat 7 in the female member to the base-flange of the rail. I also provide the joint with nuts and bolts.

The operation of my improved rail-joint will be apparent from the foregoing description, taken in connection with the accompanying drawings, and it will be seen that the parts will interlock in a manner that will prevent both the lateral and longitudinal movements of the rails.

It will be obvious that various slight changes may be made in the details of construction without departing from the general spirit of my invention.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a rail-joint, the combination of a rail carrying a male member, a hook portion carried by said rail, a downwardly-extending flange under said hook portion, an outwardly-extending V-shaped flange, a female member having a cut-away portion forming a seat to

engage said hook portion of the male member, upwardly-extending beveled lugs having an opening formed therebetween to receive said downwardly-extending lug of the male member, said female member having a V-shaped seat and adapted to engage the V-shaped projection of the male member, substantially as described.

2. In a rail-joint, the combination with a male member carrying a hook portion, and a downwardly-extending flange carried by the hook portion, of a female member cut away

to receive the hook portion of the male member, and having seats, one of which receives the downwardly-extending part of the hook portion and the other of which receives the downwardly-extending flange carried by said hook portion, substantially as described.

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

PETER MATUSAK.

Witnesses:

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