

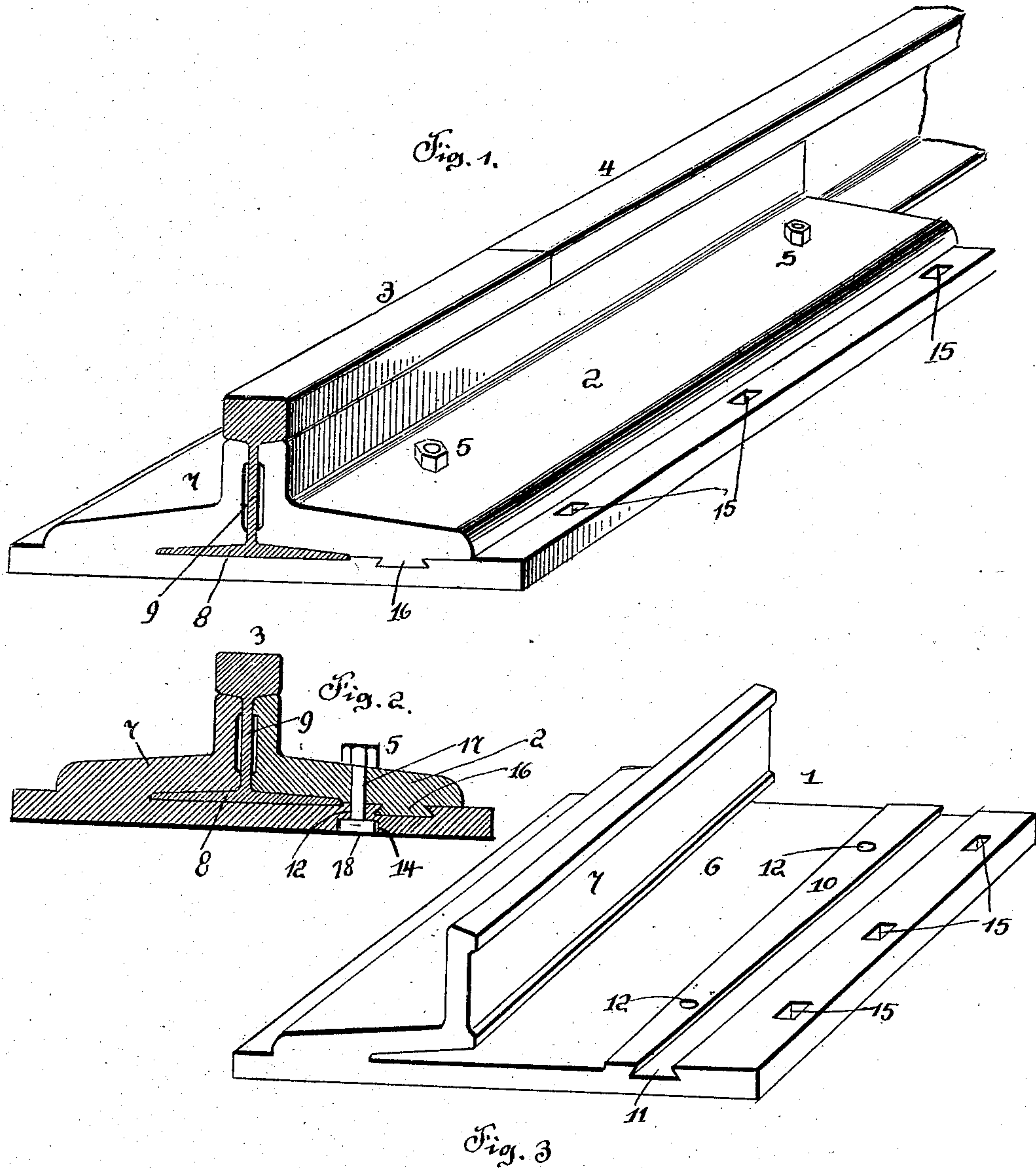
No. 840,239.

PATENTED JAN. 1, 1907.

M. NEMECEK.

RAIL JOINT.

APPLICATION FILED AUG. 8, 1906.



Witnesses:

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UNITED STATES PATENT OFFICE.

MATHIAS NEMECEK, OF McKEESPORT, PENNSYLVANIA.

RAIL-JOINT.

No. 840,239.

Specification of Letters Patent.

Patented Jan. 1, 1907.

Application filed August 8, 1906. Serial No. 329,725.

To all whom it may concern:

Be it known that I, MATHIAS NEMECEK, a subject of the Emperor of Austria-Hungary, residing at McKeesport, 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 drawings.

10 This invention relates to certain new and useful improvements in rail-joints; and the invention has for its object to provide a novel rail-chair to which the confronting ends of two sections of rails can be easily and quickly clamped.

15 My improved rail-joint prevents lateral and vertical displacement of rails and practically forms a continuous tread for rolling-stock.

20 The detail construction of my improved rail-joint will be described, and specifically pointed out in the appended claim; but reference will first be had to a drawing forming part of this specification, wherein I have illustrated the preferred embodiment of my invention.

25 In the accompanying drawings, Figure 1 is a perspective view of my improved joint. Fig. 2 is a cross-section of the same, and Fig. 3 is a perspective view of the chair or base of my improved joint.

30 The rail-joint is principally composed of two elements—a chair 1 and a fish-bar 2—both of which are adapted to embrace rails 3 and 4 and be secured together by bolts and nuts 5.

35 The chair 1 comprises a base-plate or rail-seat 6, having a reinforced integral fish-bar 7 upon its one side adapted to engage the one side of the tie-flanges 8 and the webs 9 of the rails 3 and 4. The opposite edge or side of the chair is formed with a fish-bar seat 10, having a dovetail groove 11 formed therein, which is inclined to the longitudinal plane of the base-plate or the edge of the chair. The seat 10 is elevated above the bearing-surface 6 for the rails, thus forming a rib-like structure, against which the adjacent edge of the tie-flange 8 bears and is thereby firmly held in position and effectually prevented from lateral movement, so that the lateral strains

upon the fish-bar 2 are very materially reduced. This is an important feature of the invention and adds materially to its efficiency and strength without increase of weight or expense of manufacture. The seat 10 at the inner side of the groove 11 is provided with two vertically-disposed bolt-openings 12, which terminate in rectangular recesses 14, formed in the bottom of the chair 1. The outer edges of the chair are provided with a plurality of spike-openings 15, whereby said chair can be secured to a tie or sleeper.

The fish-bar 2 is adapted to rest upon the seat 10 and embrace the opposite sides of the rails 3 and 4 from that of the fish-bar 7. The bar 2 is formed with a tongue, 16 adapted to snugly fit within the groove 11 of the chair 1 and hold said bar against the rails 3 and 4. The bar 2 is also provided with bolt-openings 17 adapted to register with the openings 12 of the chair when said bar is properly seated.

After the rails 3 and 4 have been placed upon the chair 1 and the bar 2 placed in position the bolts and nuts 5 are employed to secure the bar 2 upon the chair, the rectangular heads 18 of the bolts engaging in the recesses 14 of the chair 1 and preventing said bolts from rotating while the nuts are being placed thereon.

It is obvious that the bar 2 serves functionally as a wedge to force the rails 3 and 4 against the bar 7, thus insuring a positive gripping of said rails and obviating any tendency on the part of the rails to spread, especially when the chair has been firmly secured to the ties of a road-bed.

My improved chair and fish-bar are constructed of strong and durable metal, which may be cast, rolled, or drop-forged.

What I claim, and desire to secure by Letters Patent, is—

A railway-rail joint comprising a base portion having an integral fish-bar adapted to bear against the tie-flange and vertical web of the rail at one side and with an upwardly-extending rib adapted to bear against the tie-flange at the opposite side and with a dovetail groove spaced from said rib and inclined to the longitudinal plane of the base,

and a fish-bar bearing over the tie-flange and
against the vertical web of the rail at the
opposite side from the integral fish-bar and
with an inclined dovetail tongue adapted to
5 engage said dovetail groove, and means for
clamping said last-mentioned fish-bar to the
base.

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

MATHIAS NEMECEK.

Witnesses:

MAX H. SROLOVITZ,
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