

W. A. HENDRICKS.
RAIL CONNECTION.
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923,838.

Patented June 8, 1909.

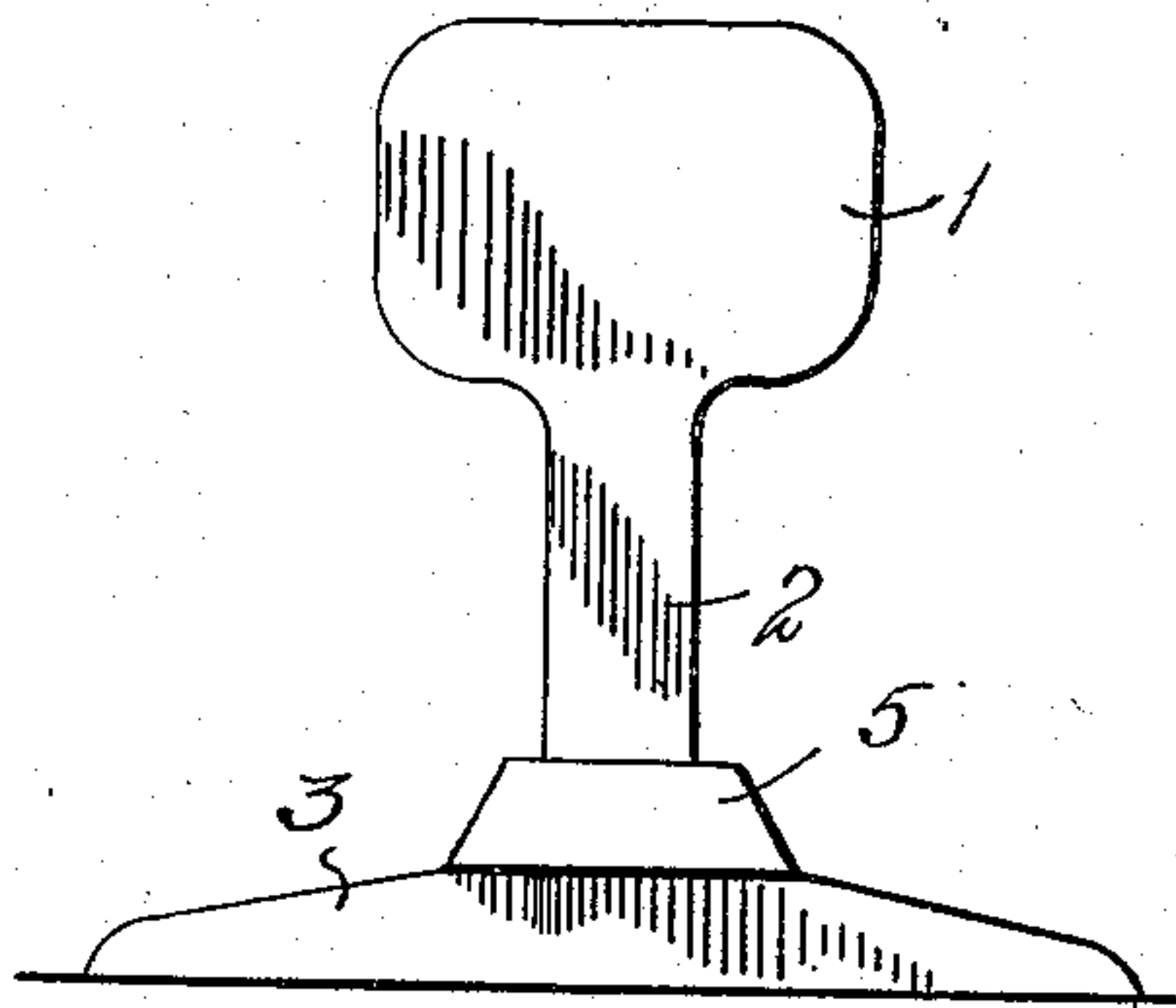


Fig. 1.

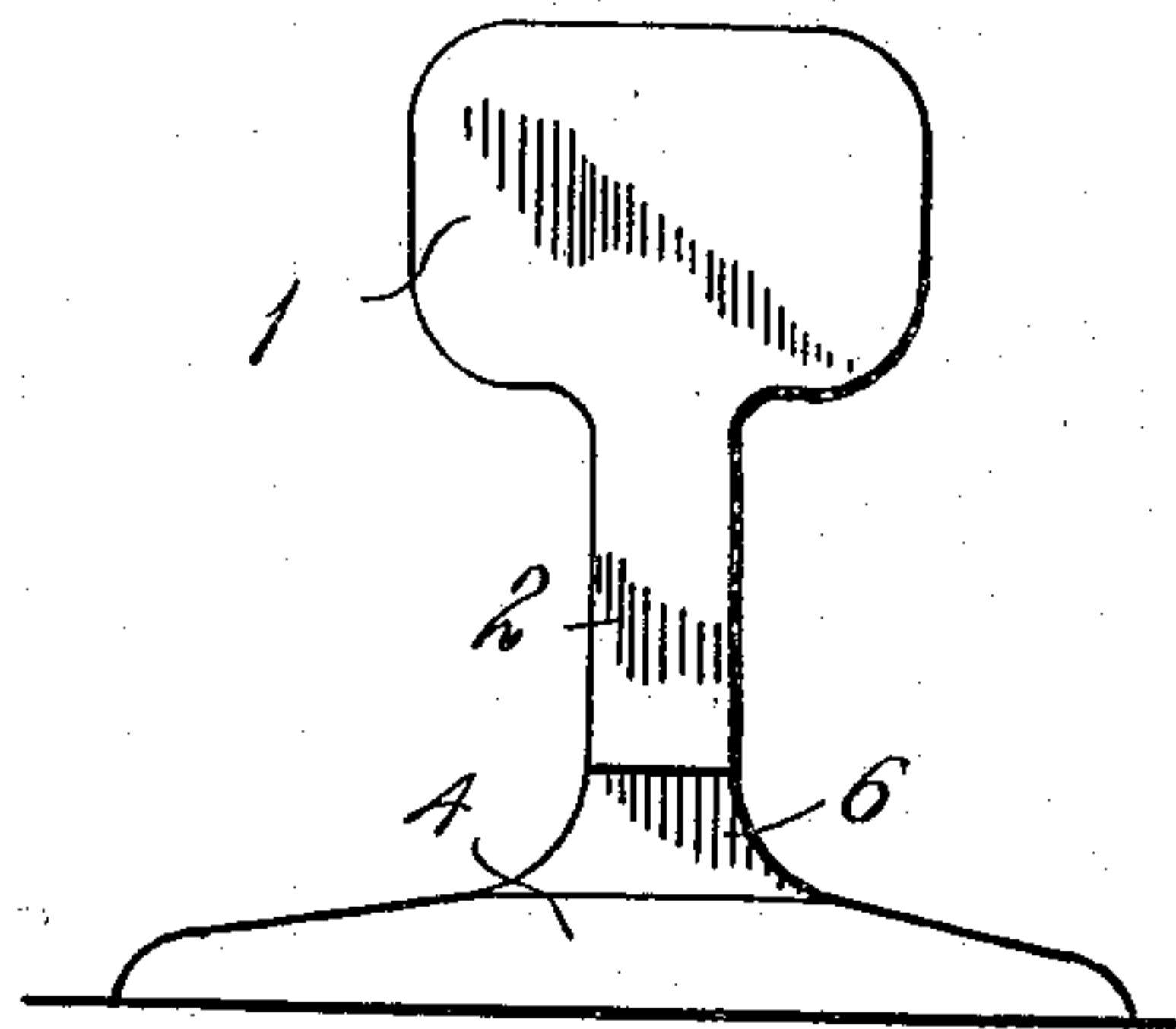


Fig. 2.

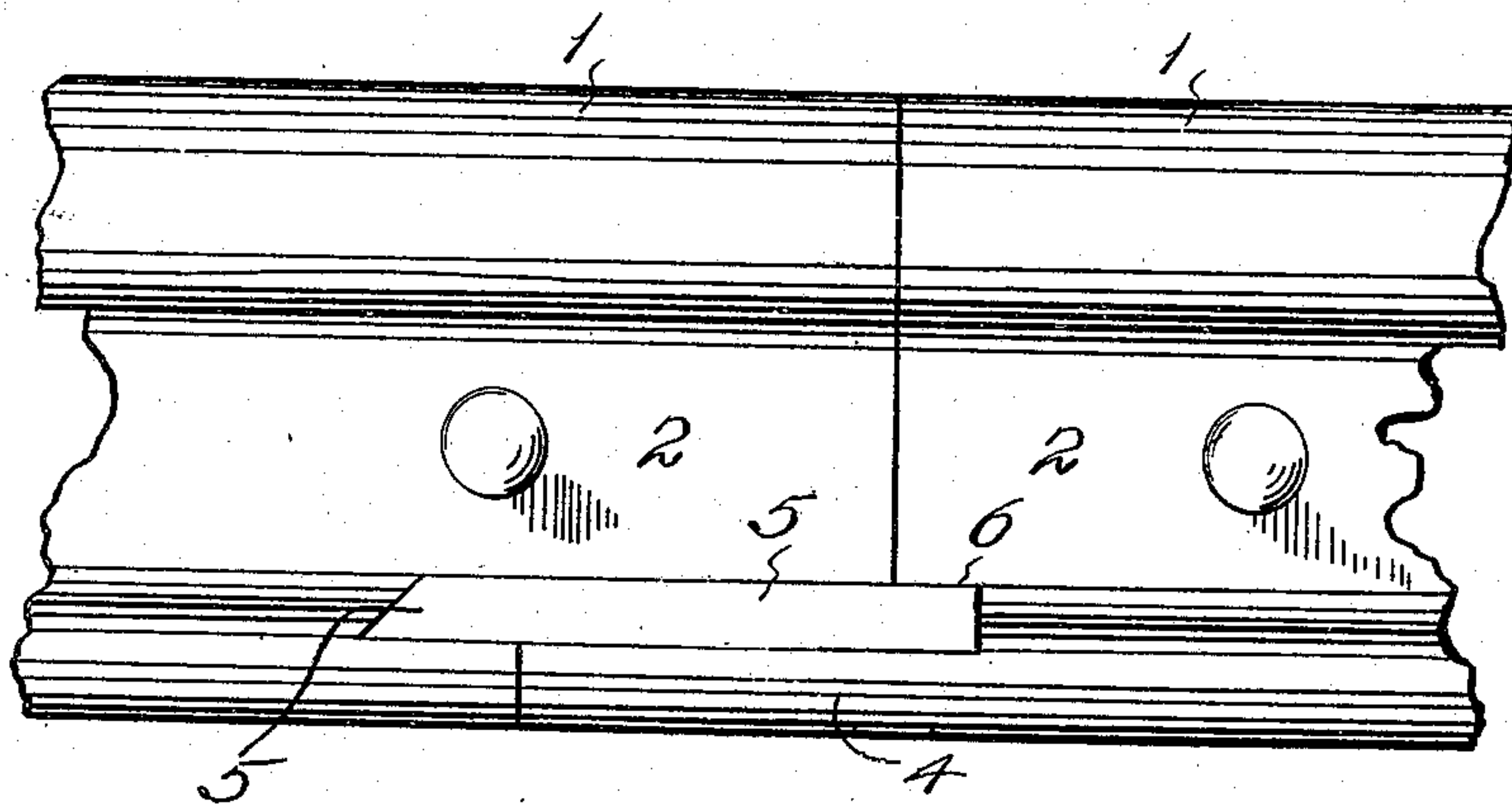


Fig. 3.

WITNESSES:

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WILLIS A. HENDRICKS, OF PECOS, TEXAS.

RAIL CONNECTION.

No. 923,838.

Specification of Letters Patent.

Patented June 8, 1909.

Application filed July 20, 1908. Serial No. 444,401.

To all whom it may concern:

Be it known that I, WILLIS A. HENDRICKS, citizen of the United States, residing at Pecos, in the county of Reeves and State of Texas, have invented certain new and useful Improvements in Rail Connections, of which the following is a specification.

My invention relates to new and useful improvements in rail connections.

10 The object of the invention is to provide a smooth connection and one that will obviate the jar and noise which is caused by the car wheels in passing over the ordinary rail joint now in use.

15 Another object of the invention is to provide a joint that will be stronger than the one now in general use and one that will not sag or give down as the car wheels pass over it.

20 Finally the object of the invention is to provide a device of the character described which will be strong, durable, simple and comparatively inexpensive to construct and also one which will be easily kept in repair.

25 With the above and other objects in view, my invention has particular relation to certain novel features of construction and operation, an example of which is described in the following specification and illustrated in the accompanying drawings, wherein:

30 Figures 1 and 2 are end elevations of my improved connection showing opposite ends of the rail, and Fig. 3 is a side elevation thereof.

35 Referring now more particularly to the drawings, wherein like numerals of reference refer to similar parts in all the figures, the numeral 1 is the head of the rail which is shaped in the usual manner; 2 is the web thereof and 3 is the flange portion of the rail.

One end of each rail is provided with an extension 4 of the flange portion which projects therefrom and which fits into a notch provided for it by the removal of a portion of the contiguous rail as is shown in Fig. 3. A tongue shaped portion 5 of said contiguous rail projects into a recess 6 of the web of the rail carrying said projection. This tongue shaped projection 5 is preferably wider than the thickness of the web as is shown in Fig. 1, thereby rendering the joint stronger and firmer.

What I claim is:

A rail joint comprising, a rail member having its flange extended longitudinally to form a base tongue, the said rail member having a shallow recess at the intersection of its web and base flange, and an engaging rail member having at the intersection of its base flange and web, an angular tongue having a projection adapted to fit in the recess of the first named member, the angular tongue having a considerable width and extending laterally from the web of the engaging member, the base flange of the engaging member being cut away to receive the tongue of the first named rail member, the angular tongue extending inward on the engaging member beyond the cut away portion.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

WILLIS A. HENDRICKS.

Witnesses:

J. G. LOVE,
JIM CAMP.