F. MATĚJKA.

RAIL CONNECTION.

APPLICATION FILED MAY 5, 1908.

928,393. Patented July 20, 1909.

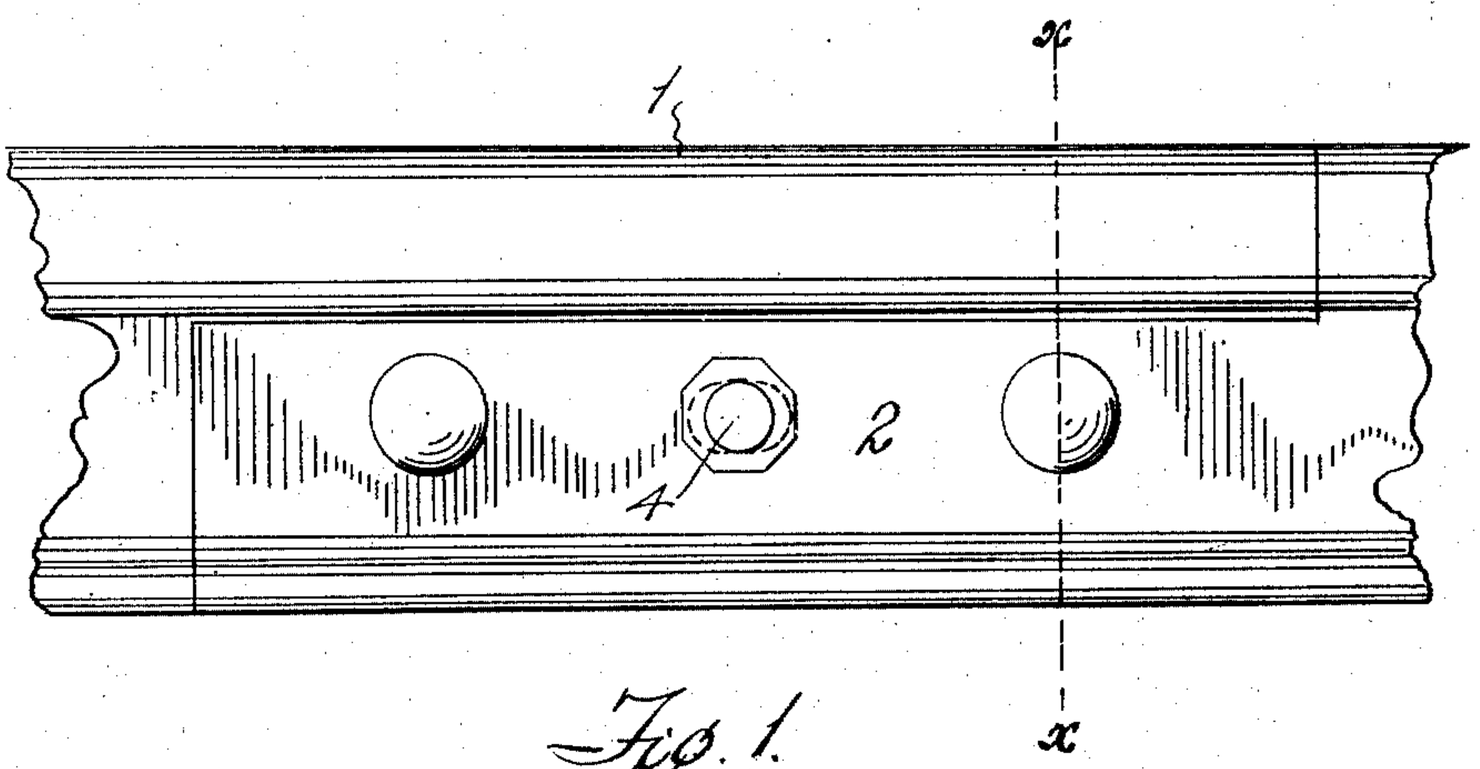

Fig. 1.

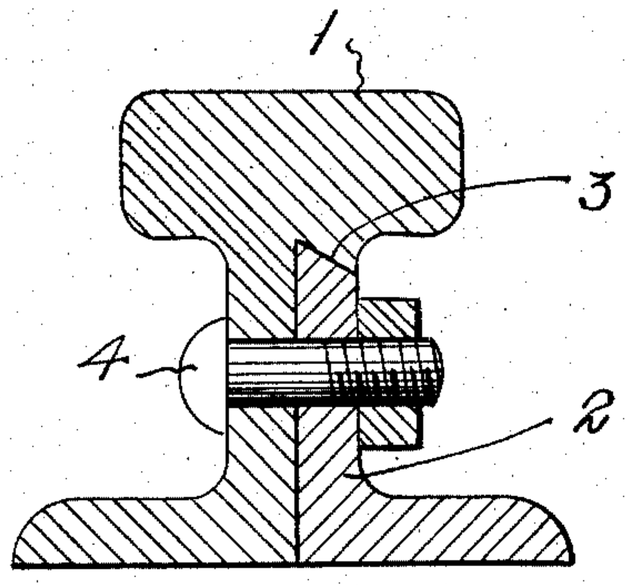

Fig. 2.

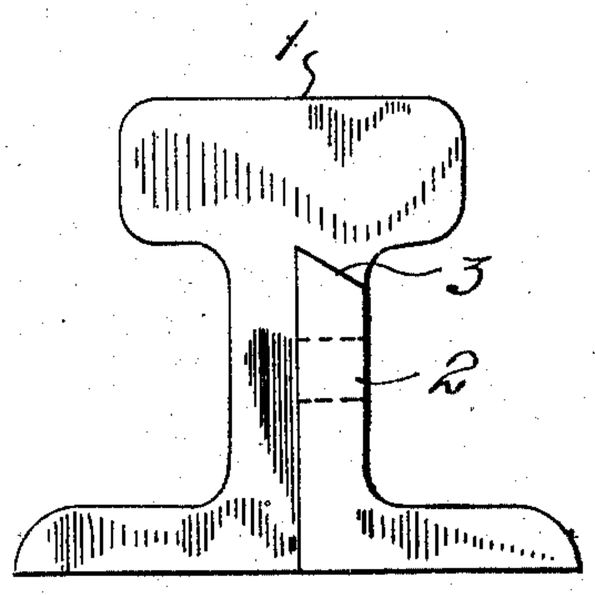

Fig. 3.

WITNESSES:

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UNITED STATES PATENT OFFICE.

FRANK MATĚJKA, OF RODGERS, TEXAS.

RAIL CONNECTION.

No. 928,393. Specification of Letters Patent. Patented July 20, 1909.

Application filed May 5, 1908. Serial No. 430,955.

To all whom it may concern:

Be it known that I, FRANK MATĚJKA, citizen of the United States, residing at Rodgers, in the county of Bell 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.

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.

Another object of the invention is to dispense with the angle bars which the ordinary rail connection requires.

Finally the object of my invention is to provide a device of the character described which will be much stronger than the ordinary rail connection and which will at the same time be simple and easily constructed and easily kept in repair.

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

Figure 1 is a side elevation of my improved connection, Fig. 2 is a sectional view thereof, and Fig. 3 is an end elevation of the same.

Referring now more particularly to the drawings, wherein like numerals of reference refer to similar parts in all of the figures, the numeral 1 is the head of the rail which is shaped in the usual manner. At either end of the rail there is a lateral groove of any desired length, preferably about eighteen inches extending longitudinally of the rail. This is of sufficient width to extend to the center of the web of the rail and of sufficient depth to extend to the top thereof and is intended to receive a longitudinally extending tongue 2 which is merely a portion of the web and flange of the adjacent rail projecting therefrom. This tongue fits closely into the groove and is beveled at its top 3 to fit the corresponding beveled surface of the groove and thus dove-tail into the rail thereby preventing any lateral movement of the tongue. The joint or connection thus formed is further strengthened by the passage of bolts 4 through the tongue and rail. Both ends of each rail are provided with a tongue and groove, the grooves for receiving the tongues of the two contiguous rails and the tongues for extending into the grooves of the same.

What I claim, is:

A rail joint comprising a rail having at one end a side longitudinal groove formed beneath the head and extending through the bottom of the rail, the top wall of the groove being beveled, an adjacent rail having its head removed and a tongue extending longitudinally at one side of the center, the tongue having its upper edge beveled and adapted to fit snugly in the groove of the adjacent rail, the beveled top contacting with the beveled top wall of the groove, and means for fastening the tongue in the groove.

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

FRANK MATĚJKA.

Witnesses:
W. D. SLOAN,
C. W. TAYLOR.