

No. 863,378.

PATENTED AUG. 13, 1907.

J. W. GEE.  
RAIL COUPLING DEVICE.  
APPLICATION FILED MAY 4, 1907.

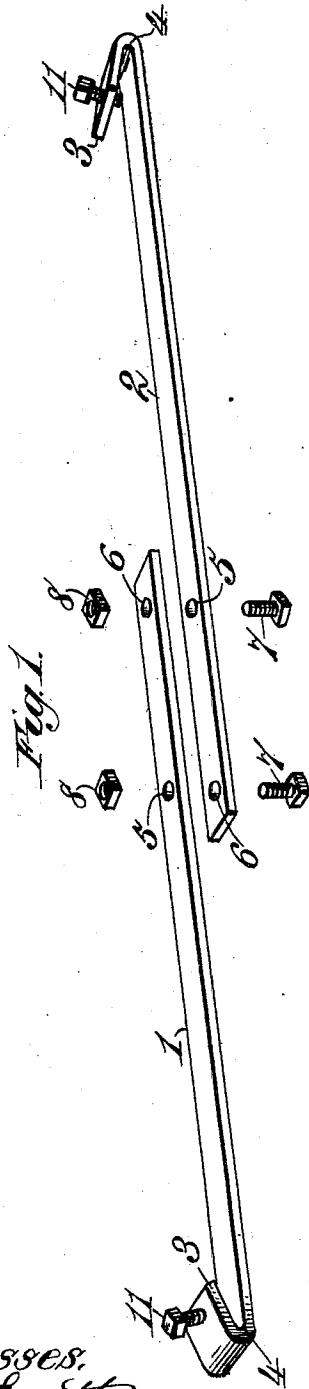


Fig. 1.



Fig. 2.

Witnesses:  
Robert Smith,  
J. B. Keeler

Inventor:  
John Wharton Gee.  
By James L. Norris,  
Att'y.

# UNITED STATES PATENT OFFICE.

JOHN WHARTON GEE, OF BRYAN, TEXAS.

## RAIL-COUPLING DEVICE.

No. 863,378.

Specification of Letters Patent.

Patented Aug. 13, 1907.

Application filed May 4, 1907. Serial No. 371,851.

*To all whom it may concern:*

Be it known that I, JOHN WHARTON GEE, a citizen of the United States, residing at Bryan, in the county of Brazos and State of Texas, have invented new and useful Improvements in Rail-Coupling Devices, of which the following is a specification.

This invention relates to "rail coupling devices," and the object thereof is to provide means in a manner as hereinafter set forth for coupling together parallel rail sections of a railway track to prevent spreading of the rails with respect to each other.

Further objects of the invention are to provide a rail coupling device for the purpose set forth which shall be simple in its construction, strong, durable, efficient in its use, readily set up with respect to a pair of parallel rail sections and comparatively inexpensive to manufacture.

With the foregoing and other objects in view, the invention consists in the novel construction, combination and arrangement of parts hereinafter more specifically described and illustrated in the accompanying drawings wherein is shown the preferred embodiment of the invention, but it is to be understood that changes, variations and modifications can be resorted to which come within the scope of the claims hereunto appended.

In describing the invention in detail reference is had to the accompanying drawings wherein like characters denote corresponding parts throughout the several views, and in which—

Figure 1 is a perspective view of a rail-coupling device in accordance with this invention and with the parts thereof dis-assembled; Fig. 2 is a transverse section of a track-bed showing the adaptation of the coupling device in accordance with this invention arranged in operative position with respect to a pair of rail sections.

Referring to the drawings by reference characters a rail-coupling device in accordance with this invention comprises two members, 1, 2, each of which consists of an elongated, narrow strip of suitable material having the outer end thereof bent upon itself, as at 3, so as to provide a hook-shaped end for each of the members 1, 2. The portion 3 of each of the members extends inwardly and upwardly at an inclination and where it merges into its respective member it is rounded as at 4. Each of the members 1, 2 is formed at its inner portion with a pair of openings 5, 6, the openings in one member registering with the openings in the other member when the coupling device is in its operative position. One of the members is adapted to overlap the other of the members and said members are secured together by the bolts 7 which extend through the openings 5, 6 and carry the clamping nuts 8.

The hook-shaped end of each of the members 1, 2, when the coupling device is in its operative position, is adapted to overlap the outer side of the base 9 of the

rail section 10, the base 9 of the rail sections 10 being seated upon the members 1, 2, as shown in Fig. 2. The rounded portion 4, when the members 1, 2 are in coupling position, engages the outer edge of the base 9 of the rail section 10, but the portion 3 does not contact throughout with the upper face of the base 9 of the rail section. Set-screws 11 are provided which extend through the portions 3 at an inclination and engage with the upper face of the base 9 of the rail sections. The set-screws 11 fixedly connect the members 1, 2 to the rail section and when the set-screws 11 are driven to binding engagement with the base 9 of the rail sections 10 the said sections through the medium of the hook-shaped ends of the members 1, 2 are coupled together so as to prevent the spreading thereof. The coupling device is formed of two members so as to enable the convenient positioning of the same in the track-bed, and further, if one member should become damaged, it will not be necessary to throw the entire coupling device away, as another member can be substituted for the injured one and readily attached to the member that is not injured or damaged.

A rail-coupling device set up in a manner as heretofore referred to offers a ready, feasible, durable, efficient and inexpensive means for coupling the rail sections of a railway track together so as to prevent the spreading of one section with respect to the other.

What I claim is—

1. A rail-coupling device comprising two members formed from an elongated, narrow strip of suitable material of the same thickness throughout, one of which overlaps the other at the inner end thereof and each of which is provided with a plurality of openings at its inner portion, the openings in one member registering with the openings in the other member, hold-fast devices extending through said openings for detachably securing the members together at their inner ends, each of said members further provided at its outer end with an angular portion extending upwardly and inwardly and adapted to overlap one side of the base of a rail, and set-screws extending through said angular portions and engaging the base of the rails for clamping the members thereto, said set screws compensating for varying sizes of rail bases and for irregular upper surfaces of the rail bases.

2. A rail-coupling device comprising two members formed from an elongated, narrow strip of material, one of which overlaps the other at the inner end thereof and each of which is provided with a plurality of openings at its inner portion, the openings in one member registering with the openings in the other member, hold-fast devices extending through said openings for detachably securing the members together at their inner ends, each of said members further provided at its outer end with an angular portion extending upwardly and inwardly and adapted to overlap one side of the base of a rail, and set-screws extending through said portions and engaging the base of the rails for clamping the members thereto, said set screws compensating for varying sizes of rail bases and for irregular upper surfaces of the rail bases, that part of the overlapping portion which merges into the body portion of its respective member being rounded.

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3. A rail-coupling device comprising two members formed from an elongated narrow strip of suitable material, one of which over-laps the other at the inner end thereof, means extending through the overlapping portions of the members for detachably securing them together, each of said members further provided at its outer end with an angular portion extending upwardly and inwardly, and set screws extending through said angular portion at an inclination and adapted to engage the base of the rails for clamping the members thereto, said set screws compensating for varying sizes of rail bases and for irregular upper surfaces of the rail bases.

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In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

JOHN WHARTON GEE.

Witnesses:

C. E. BOYETT,

J. D. CONLEE.