E. GABOURY.

RAIL JOINT.

APPLICATION FILED JAN. 14, 1915.

1,171,423.

Patented Feb. 15, 1916.

Fig. 1.

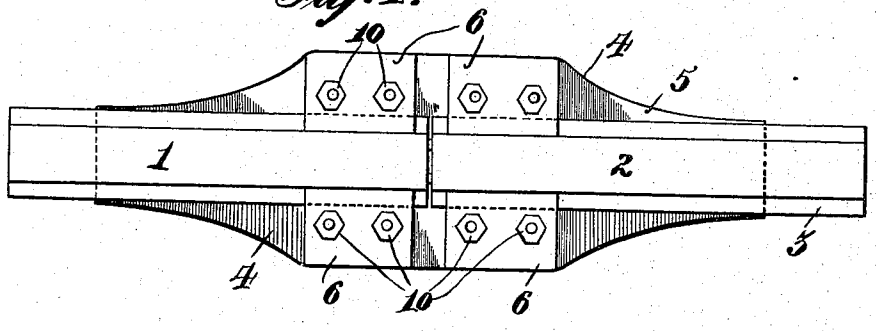
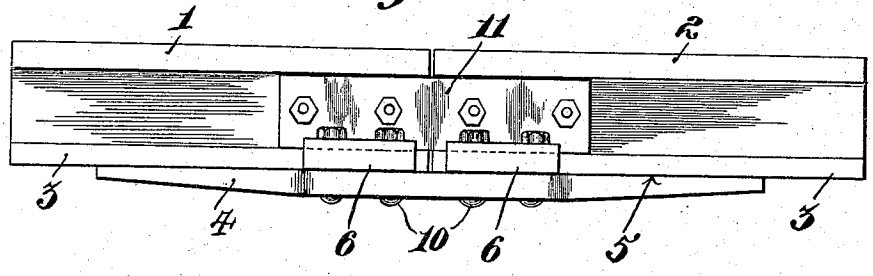


Fig. 2.



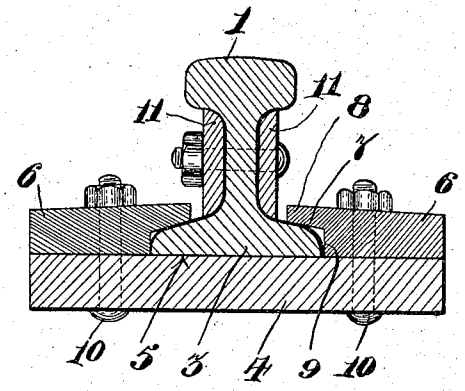


Fig. 3.

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WITNESSES

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EDOUARD GABOURY, OF QUEBEC, QUEBEC, CANADA.

RAIL-JOINT.

1,171,423. Specification of Letters Patent. Patented Feb. 15, 1916.

Application filed January 14, 1915. Serial No. 2,226.

To all whom it may concern:

Be it known that I, EDOUARD GABOURY, a subject of the King of Great Britain, residing in the city of Quebec, in the Province of Quebec, in the Dominion of Canada, have invented certain new and useful Improvements in Rail-Joints; and I do hereby declare that the following is a full, clear, and exact description of the same.

The invention is a new or improved "rail joint" as hereinafter fully described with the aid of the accompanying drawings in which—

Figure 1 is a plan view of the joint according to the invention. Fig. 2 is a side elevation of Fig. 1 and Fig. 3 is a vertical cross section.

The invention is more particularly suited to electrified rails and the object is to keep the meeting rail ends exactly level with each other to avoid breaking the electrical contact, although it is very suitable for joints between ordinary rails to avoid bumping consequent upon the one rail end being a little higher than the other.

According to the invention an elongated bed plate forms a seat beneath each pair of meeting rail ends and in addition to the ordinary fish plates, clamping plates are used to clamp the rail flanges to the bed plate.

Reference being had to the drawings, 1 and 2 designate a pair of meeting rail ends having the usual base flanges 3.

4, is the bed plate having the uniformly level upper surface 5 and of elongated construction so as to reach for a considerable distance beneath each rail end. The bed plate 4 is centrally disposed beneath the joint of the meeting rail ends which are clamped with their flanges 3 against the upper surface 5 by means of the clamping plates 6 preferably recessed as indicated at 7 to form the lips 8 overlapping the side edges of the rail flanges 3 and the vertical stop walls 9 prevent the lateral movement of the rail in relation to the bed plate 4.

The clamping plates 6 are preferably four in number, each pair being oppositely arranged to engage a rail end and they are clamped to the bed plate by means of the bolts 10 passing through coinciding holes in the bed plate and clamping plate.

11 indicates a pair of ordinary fish plates engaging the webs of the rail ends in the ordinary manner.

It will thus be seen that the rail ends are provided with a leveling element in the bed 4 whose tendency is to form a rigid support permitting no unevenness to the joint, for the clamping plates 6 also prevent any relative lateral movement between the rail ends. Should one rail become worn more than the other, it is obvious that it may be raised and held at the same level as the opposing rail by a sheet of packing metal placed beneath its base flanges 3 and the bed plate 4.

In electrified rails, any suitable well known form of rail bond may be employed and its life will be preserved by reason of the joint according to the invention preventing relative movement between the two rail ends which would otherwise tend to break the bond or its joint with the rails.

What I claim is:—

A rail joint, comprising, a bed plate having a comparatively wide central portion adapted to underlie abutting rail ends and extend considerably beyond the same at each side, and having its ends of the same width as and covered by the rail ends, the intermediate portions being tapered from the central portion to such end portions, pairs of clamping plates adapted to engage the rail flanges to couple the rail ends to said bed plate; and means for securing said clamping plates in position at the central portion of the bed plates.

Signed at Quebec, Canada, this twenty-sixth day of August, 1914.

EDOUARD GABOURY.

Witnesses:

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."