No. 731,706. PATENTED JUNE 23, 1903.

C. G. POLLEYS.

RAILWAY RAIL JOINT.

APPLICATION FILED SEPT. 29, 1902.

NO MODEL.

Fig. 1.

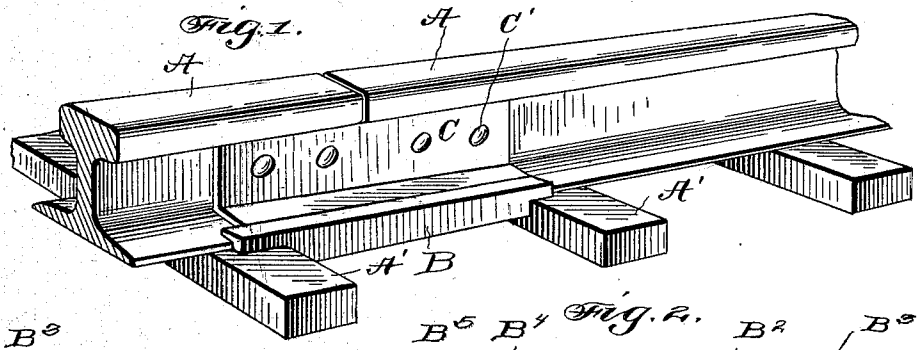


Fig. 2.

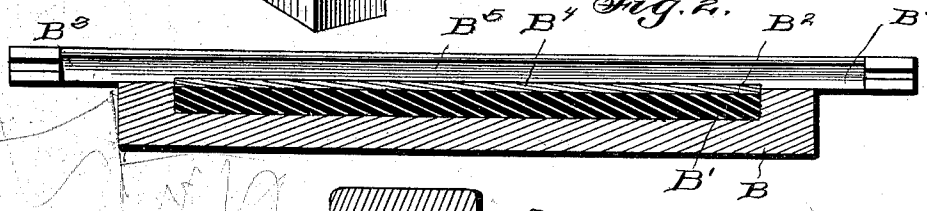


Fig. 3.

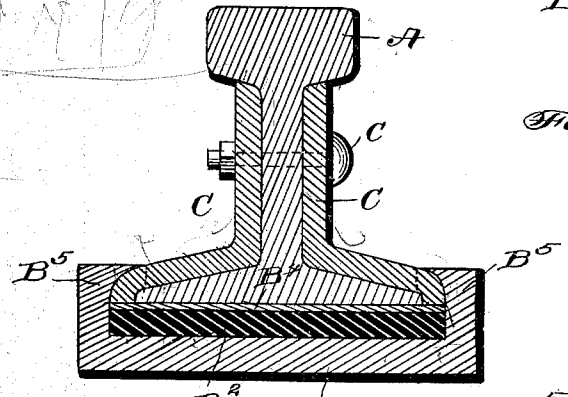
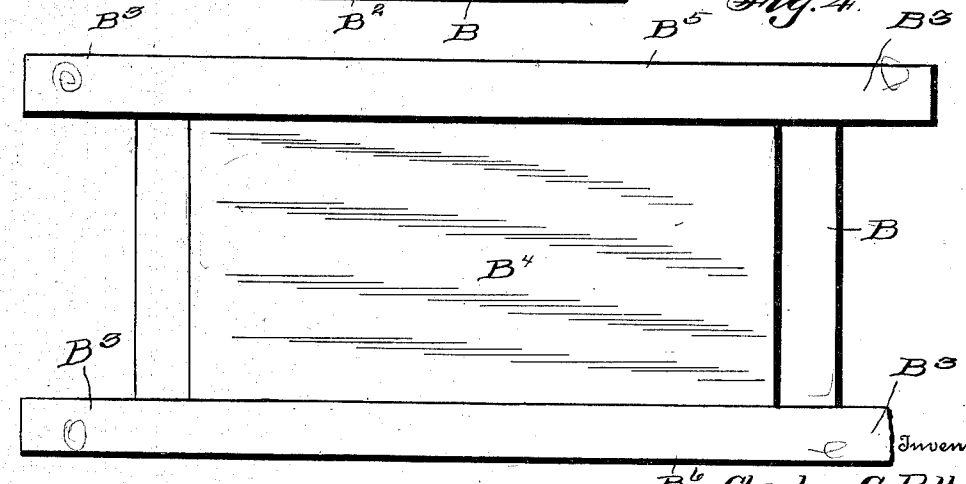


Fig. 4.



Inventor

Charles G. Polleys

Witnesses

R. A. Boswell.

C. Smith.

By Franklin H. Hough

Attorney

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

No. 731,706. Patented June 23, 1903.

UNITED STATES PATENT OFFICE.

CHARLES G. POLLEYS, OF MONCTON, CANADA.

RAILWAY-RAIL JOINT.

SPECIFICATION forming part of Letters Patent No. 731,706, dated June 23, 1903.

Application filed September 29, 1902. Serial No. 125,220. (No model.)

To all whom it may concern:

Be it known that I, CHARLES G. POLLEYS, a citizen of the United States, residing at Moncton, in the Province of New Brunswick, Canada, have invented certain new and useful Improvements in Railway-Rail Joints; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to a rail-joint, and particularly to a bed-plate adapted to overlap the joint between adjacent rails.

The invention has for an object to provide a construction of base-plate having a cushion therein and adapted for attachment to the adjoining rails at their meeting ends to prevent creeping, spreading, buckling, and battering of the joint between the rails.

Other and further objects and advantages of the invention will be hereinafter set forth, and the novel features thereof defined by the appended claim.

In the drawings, Figure 1 is a perspective of the invention. Fig. 2 is a longitudinal section of the base-plate. Fig. 3 is a vertical cross-section through the rail, and Fig. 4 is a plan of the plate.

Like letters of reference refer to like parts in the several figures of the drawings.

The letter A designates the rail of any ordinary construction, adapted to rest upon the ordinary ties A′, as shown in Fig. 1. At the meeting ends of two adjacent rails the base-plate B is located and is provided with a recess B′ therein, adapted to receive a cushion B^2, formed of rubber or other elastic material and is provided at its opposite ends with flanged portions B^3, adapted to rest upon the adjacent ties. This base-plate extends the entire width of the rail and for any desired distance at opposite sides of the joint so as to secure an elastic contact between the plate and the joint of the rails. Upon the upper surface of the rubber B^2 a suitable metallic wear-plate B^4 may be disposed, if found desirable, and at opposite sides of the plate a flange B^5 is formed, against which the lower ends of the angle-plates C are adapted to abut, as shown in Fig. 3. These plates are disposed at opposite sides of the rail and secured thereto by means of the ordinary bolt C′ passing through the web of the rail, while the lower ends of the plates are enlarged, as shown at C^2, to rest in the recess formed by the flange B^5 and the upper surface of the plate B. For the purpose of securing and clamping the plate B into contact with the face of a rail eyebolts C^3 are provided and pass through suitable apertures B^6 in the plate B and similar openings in the enlarged portions C^2 of the angle-plates, so that all of the parts may be thereby clamped in fixed relation to each other.

It will be seen that this joint provides a metallic support between the ends of the rails, and by means of the elastic packing the vibration usually transmitted to such a support is avoided and the hammering or battering of the joint between the rails prevented, thus improving the road-bed and preventing the jar given the wheel of the car as it passes over the usual joint.

It will be obvious that changes may be made in the details of construction and configuration without departing from the spirit of the invention as defined by the appended claim.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

A rail-joint for railways comprising a base-plate having a recess, a cushion-plate seated therein and a wear-plate mounted upon said cushion, angle-plates adapted to contact with the flange and web of a rail with the upper end of each angle-plate bearing against the under surface of the tread of a rail, the under surface of the inclined portions of the angle-plates being cut away to conform to the surface of the flange of a rail, and continuous with the side walls of the recess, the ends of the plates resting upon shouldered portions on the flanges of the base-plate, and bolts passing through the outer ends of the angle-plates and the flanged or upturned ends of the base-plate, as set forth.

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

CHARLES G. POLLEYS.

Witnesses:

CLIFFORD W. ROBINSON,

WILLIAM S. ROGERS.