

(No Model.)

T. H. DAHILL.

DEVICE FOR PREVENTING RAILS FROM SPREADING.

No. 501,678.

Patented July 18, 1893.

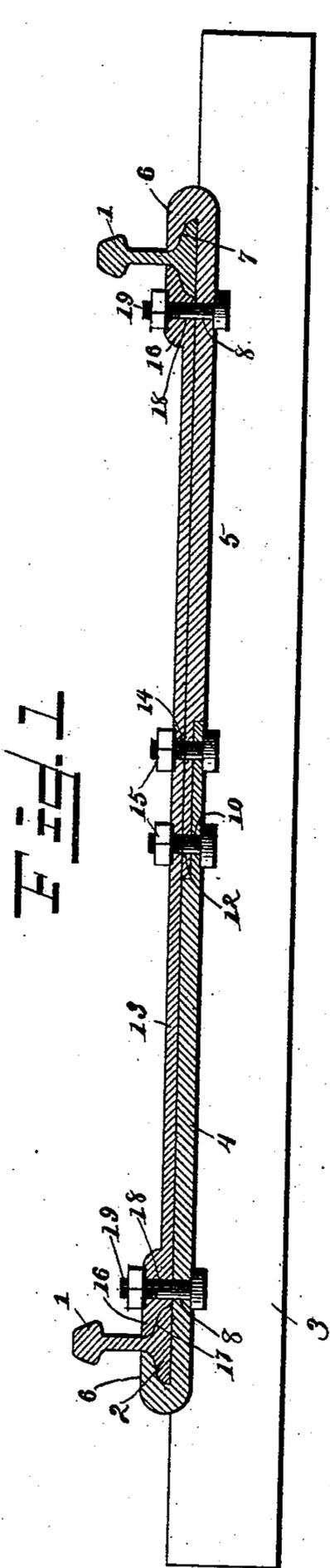
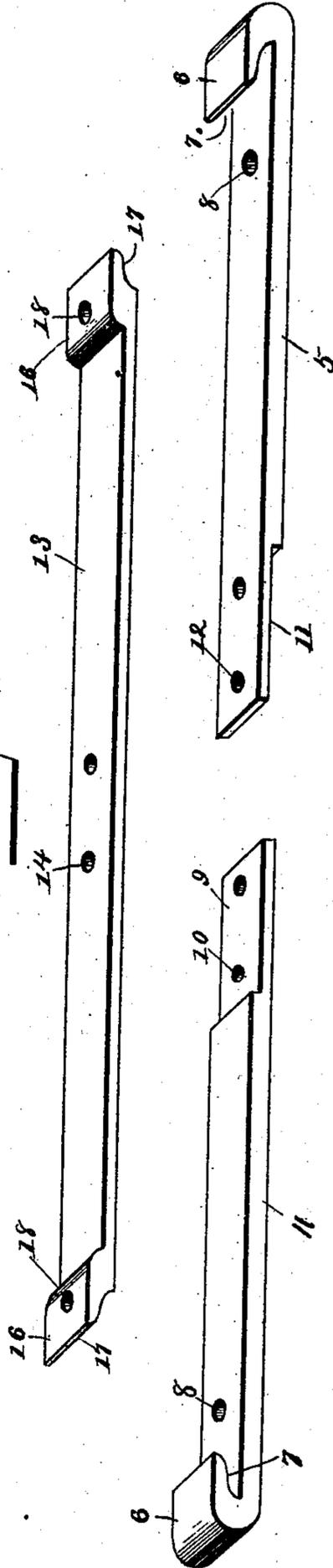


Fig. 2



Witnesses  
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# UNITED STATES PATENT OFFICE.

THOMAS HEARHELY DAHILL, OF ALFRED CENTRE, NEW YORK, ASSIGNOR  
OF TWO-THIRDS TO W. C. DUNHAM AND W. B. WHITE, OF SAME PLACE.

## DEVICE FOR PREVENTING RAILS FROM SPREADING.

SPECIFICATION forming part of Letters Patent No. 501,678, dated July 18, 1893.

Application filed April 26, 1893. Serial No. 471,948. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS HEARHELY DAHILL, a citizen of the United States, residing at Alfred Centre, in the county of Allegany and State of New York, have invented a new and useful Device to Prevent Rails from Spreading, of which the following is a specification.

This invention relates to devices for preventing rails from spreading, and has for its object to improve this class of devices by simplifying the construction and operation of the same and making them in such manner as to be easily and quickly applied and avoid material projection after they are in position, being especially intended for application to curves in railroad rails.

With these and other objects in view, the invention consists of the construction and arrangement of the parts thereof as will be hereinafter more fully described and claimed.

In the drawings: Figure 1 is a transverse vertical section of relatively-situated railroad rails and a tie or sleeper supporting the same, showing the improved device applied thereto. Fig. 2 is a detail perspective view of the parts of the improved device detached and separated.

Similar numerals of reference indicate corresponding parts in both figures of the drawings.

Referring to the drawings, the numeral 1 designates ordinary rails, having the common lower flanges 2, and which are supported in connection with an ordinary form of wood tie or sleeper 3.

The numerals 4 and 5 represent a pair of base-bars that each have outwardly upturned hooked ends 6, whose upper walls, as at 7, conform to the outer contour of the lower flange 2 of each rail, and adjacent to said hooked ends 6 are bolt-holes 8, one being located at each end. The upper surface of the inner end of the bar 4 is recessed or cut away, as at 9, to about half its thickness, and provided with a pair of longitudinally-disposed bolt-openings 10; the under side of the inner end of the bar 5 being formed with an under recess 11, corresponding to the recess 9 and also provided with a pair of bolt-openings 12 that are adapted to align with the bolt-openings

10. It will be seen that the two bars 4 and 5 are thus made separable at their inner ends and virtually form a continuous bar when fastened together, so that they can be put inwardly from the outside of the rails without raising or disturbing the latter. On top of the bars 4 and 5 is removably placed a keeper-bar 13, with a pair of longitudinally-disposed bolt-openings 14 at the center thereof that are adapted to align with the bolt-openings 10 and 12, of the bars 4 and 5, and whereby all the parts at the center are unitedly secured at one operation by a single pair of bolts and nuts 15. The outer ends of the said keeper-bar 13 is constructed with heads 16, of greater thickness than the major part of the said bar, and whose outer edges, 17, are curved to snugly fit over the inside portions of the upper surfaces of the flanges 2 of the rails. When the parts are thus arranged it will be seen that the rails will be prevented from spreading, and to more positively insure this desired operation or effect, and to produce a stability and rigidity of position to the several parts, the said heads 16, of the keeper-bar 13, are formed with bolt-openings 18, that align with the bolt-openings 8 of the bars 4 and 5, through which are passed single bolts and nuts 19, to thereby positively hold the hooks 6 and the heads 16 in proper relation to the rail-flanges 2. It will be seen that the keeper-bar 13, mounted over the break-joint of the bars 4 and 5, produces a rigid formation with the convenience of separating said bars 4 and 5 from each other when desired to remove the same, or to shove them inwardly endwise under the rails in applying them in position without disturbing the rails.

Changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having described the invention, what is claimed as new is—

In a device of the character set forth, the combination of a pair of bars having their inner ends recessed on opposite sides and supplied with a pair of longitudinally-disposed bolt-openings arranged to engage with each other, and the outer ends thereof formed with

upturned hooks to engage the outer portions  
of the flanges of oppositely-disposed rails, and  
with a single bolt-opening adjacent to each of  
said hooks, and a keeper-bar with heads at  
5 the opposite ends thereof having bolt-open-  
ings extending therethrough to align with the  
similar openings adjacent to the hooks of the  
said bars and also formed with a pair of cen-  
trally-located longitudinally-disposed bolt-  
10 openings that align with the similar openings

at the center of the united lower bar, and  
bolts uniting said parts at the center and at  
the ends, substantially as described.

In testimony that I claim the foregoing as  
my own I have hereto affixed my signature in 15  
the presence of two witnesses.

THOMAS HEARHELY DAHILL.

Witnesses:

J. PETTIBONE,  
GREEN CHAMPLIN.