

No. 747,964.

PATENTED DEC. 29, 1903.

P. GAVIN.
ANTISPREADING MEANS FOR RAILWAYS.

APPLICATION FILED SEPT. 22, 1903.

NO MODEL.

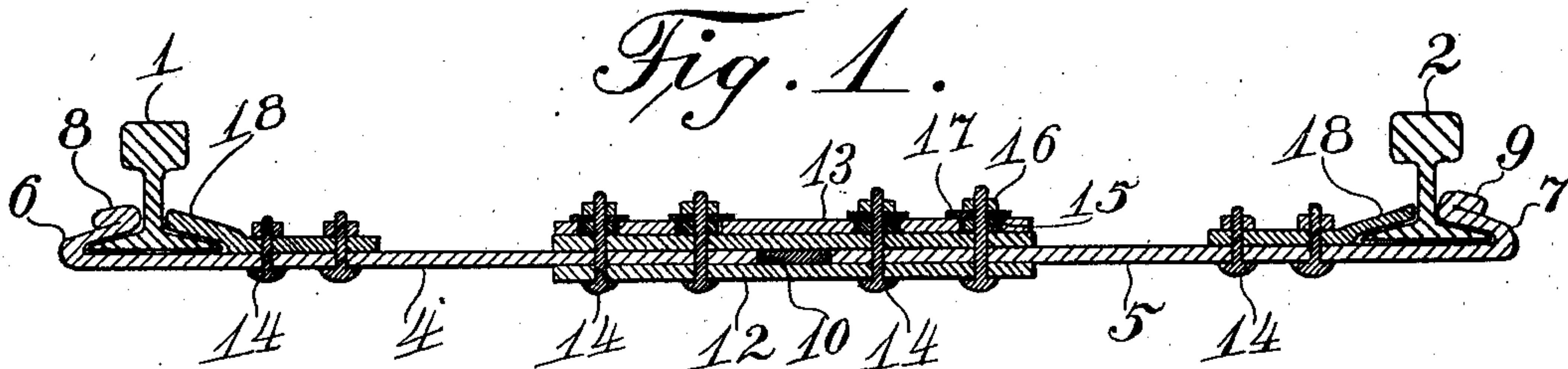


Fig. 2.

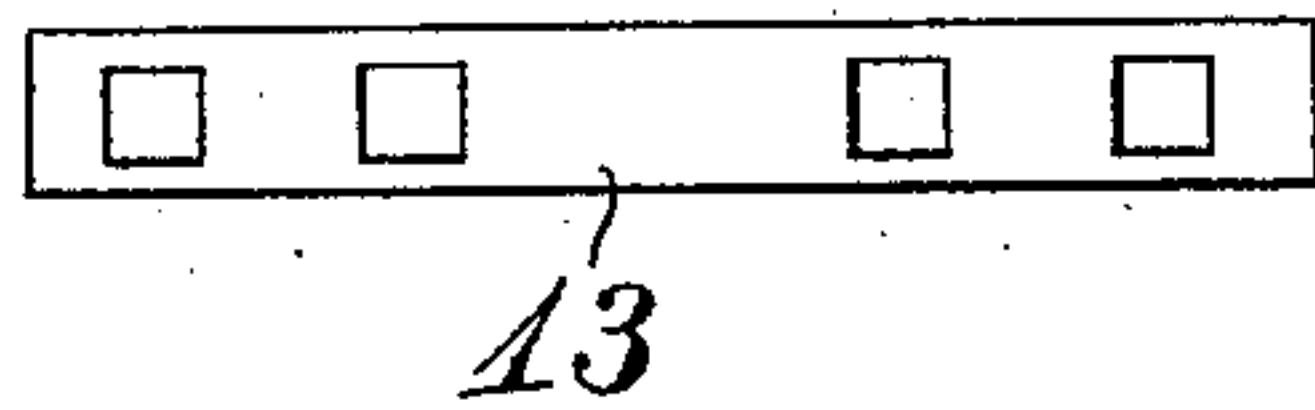
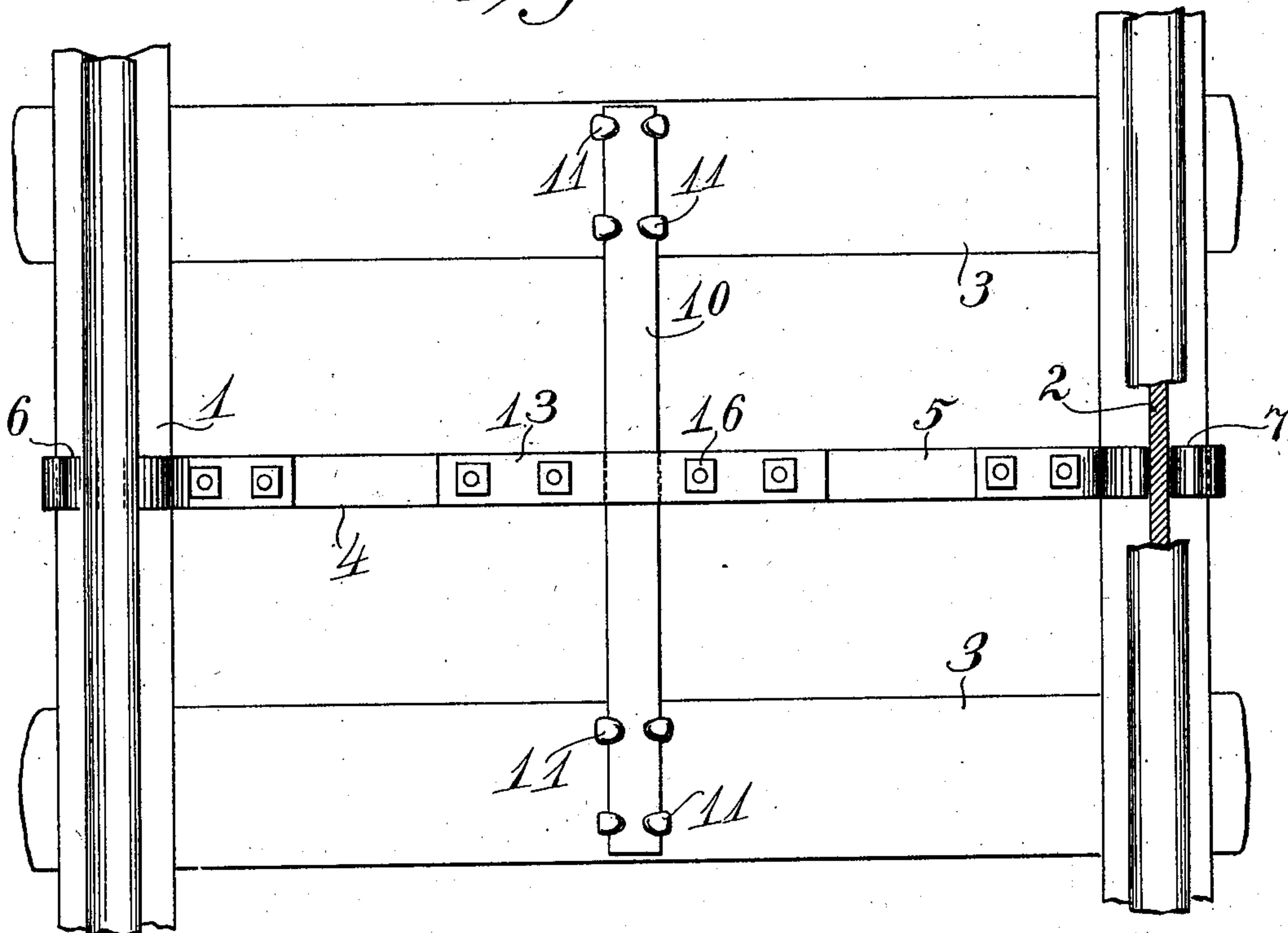


Fig. 3.



Witnesses:
Wellington. W. Blewett.
W. H. Smallwood Jr.

Inventor.
Peter Gavin
By James T. Watson
Attorney.

UNITED STATES PATENT OFFICE.

PETER GAVIN, OF ERIN PRAIRIE, WISCONSIN.

ANTISPREADING MEANS FOR RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 747,964, dated December 29, 1903.

Application filed September 22, 1903. Serial No. 174,134. (No model.)

To all whom it may concern:

Be it known that I, PETER GAVIN, a citizen of the United States, residing at Erin Prairie, in the county of St. Croix and State of Wisconsin, have invented certain new and useful Improvements in Antispreading Means for Railways; and I do hereby 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.

My invention relates to antispreading means for railways, and has for its object the provision of means adapted to be positioned between the ties whereby the labor and cost of attaching the construction is greatly lessened.

With this and other objects in view it consists of the constructions, combinations, and arrangements of parts hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a vertical cross-section of a railway-track and of my said invention in position thereon. Fig. 2 is a detail plan view of a nut-lock forming part of my said invention. Fig. 3 is a plan view, partly broken away, of a portion of a railway-track, showing my said invention mounted thereon.

In the drawings, 1 and 2 are railway-rails laid upon and secured in the usual manner to bed-ties 3. Underlying said rails, respectively, and extending transversely of said track between said ties are the tie-bar members 4 and 5, the outer ends of which members are turned back, as at 6 and 7, over the outer flanges of the corresponding rails and are returned upon themselves, as at 8 and 9, to form thickened gripping portions upon said flanges, respectively, and to buttress the outer side of the rails. The inner ends of said members extend toward each other to points on either side of an anchor-bar 10, directed longitudinally of said track and centrally between the rails thereof and extending upon and secured in any suitable manner, as by spikes 11, to the ties 3. The inner ends of said members 4 and 5 are spliced together by the splice-bars 12 and 13, respectively, secured by bolts 14, projected through said splice-bars and the inner ends of said members 4 and 5 and retained by nuts 15 and 16.

The shanks of said bolts near the heads thereof are preferably non-circular in cross-section to prevent them from turning in said bar 12, the apertures in which bar conform to the cross-sectional contour of said portion of said shanks. The splice-bar 13 is also adapted to operate as a nut-lock and is provided with apertures adapted to receive the non-circular nuts 15. The nuts 16 may be of sufficient diameter to impinge upon the surface of said bar 13, or, if desired, washers 17, of sufficient diameter to extend over such surface, may be interposed between said bar 13 and said nuts 16. Secured upon the upper surfaces of said members 4 and 5, respectively, by bolts 14 are fingers 18, extending over the inner flanges of the contiguous rails and adapted to prevent the outward tipping of said rails. If desired, nut-locks similar to the one employed in said splice may be employed in connection with the bolts by which said fingers are attached to said members 4 and 5.

In securing my said invention to said track the members 4 and 5 are first positioned by being thrust under the rails from the outer sides thereof. They are then spliced together, and the fingers overlying the inner flanges of the rails are then mounted and secured in position. The bar 10 is then slipped through the splice and secured in position on the ties or may be positioned, if desired, before the splice is made.

Having now described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In antispreading means, the combination with the rails of a railway-track, of oppositely-directed tie-bars extending transversely under the corresponding rails, and having their outer ends returned upon the outer flanges of said rails respectively and means for splicing the inner ends of said tie-bars together between the rails and free of the track-bed, substantially as described.

2. In antispreading means, the combination with the rails of a railway-track of oppositely-directed tie-bars extending respectively under the opposite rails and having their outer ends returned upon the outer flanges of said rails, means for splicing the inner ends of said tie-bars together between the rails and independent of the track-bed, and means se-

cured to said tie-bars independently of said track-bed and adapted to overlie the inner flanges of said rails to prevent the outward tipping of the rails substantially as described.

5 3. In antispreading means, the combination with a railway-track of oppositely-directed tie-bars extending respectively under the opposite rails of said track, transversely thereof and adapted at their outer ends to en-
10 gage the outer flanges of said rails, means for splicing the inner ends of said bars together independently of the track-bed, and

an anchor-bar directed longitudinally of said track and extending through said splicing means between the opposing ends of said tie- 15 bars, and secured at its opposite ends to the bed-ties of said track, substantially as described.

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

PETER GAVIN.

Witnesses:

S. N. HAWKINS,
JOHN MCCLURE.