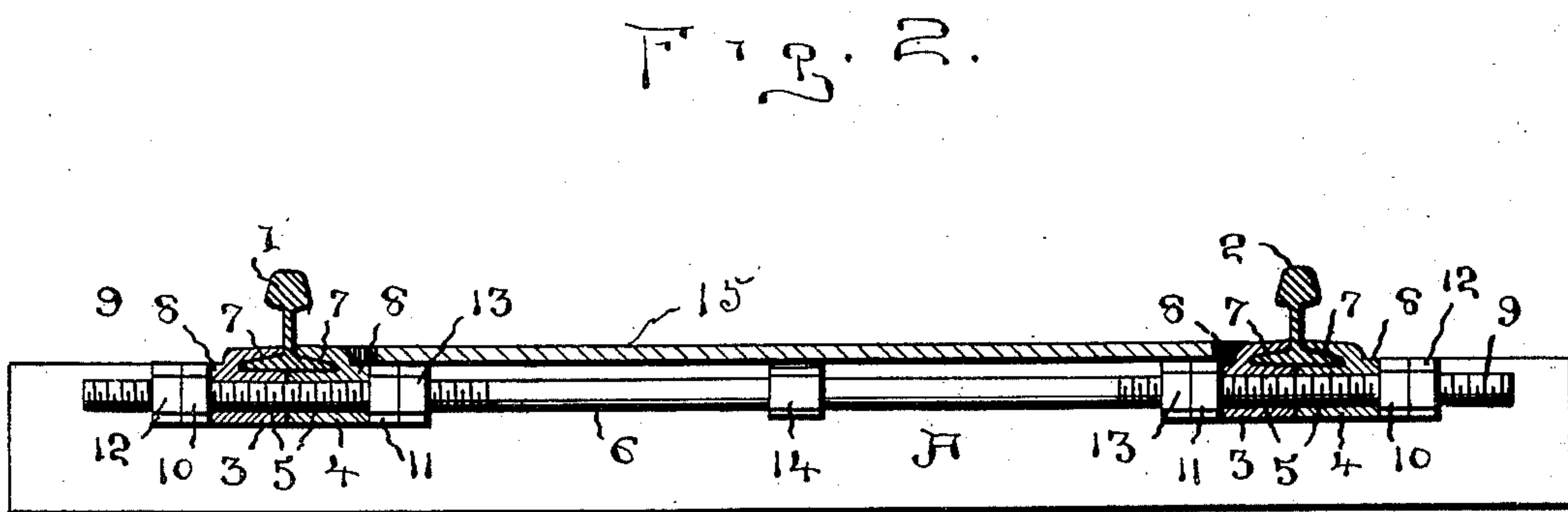
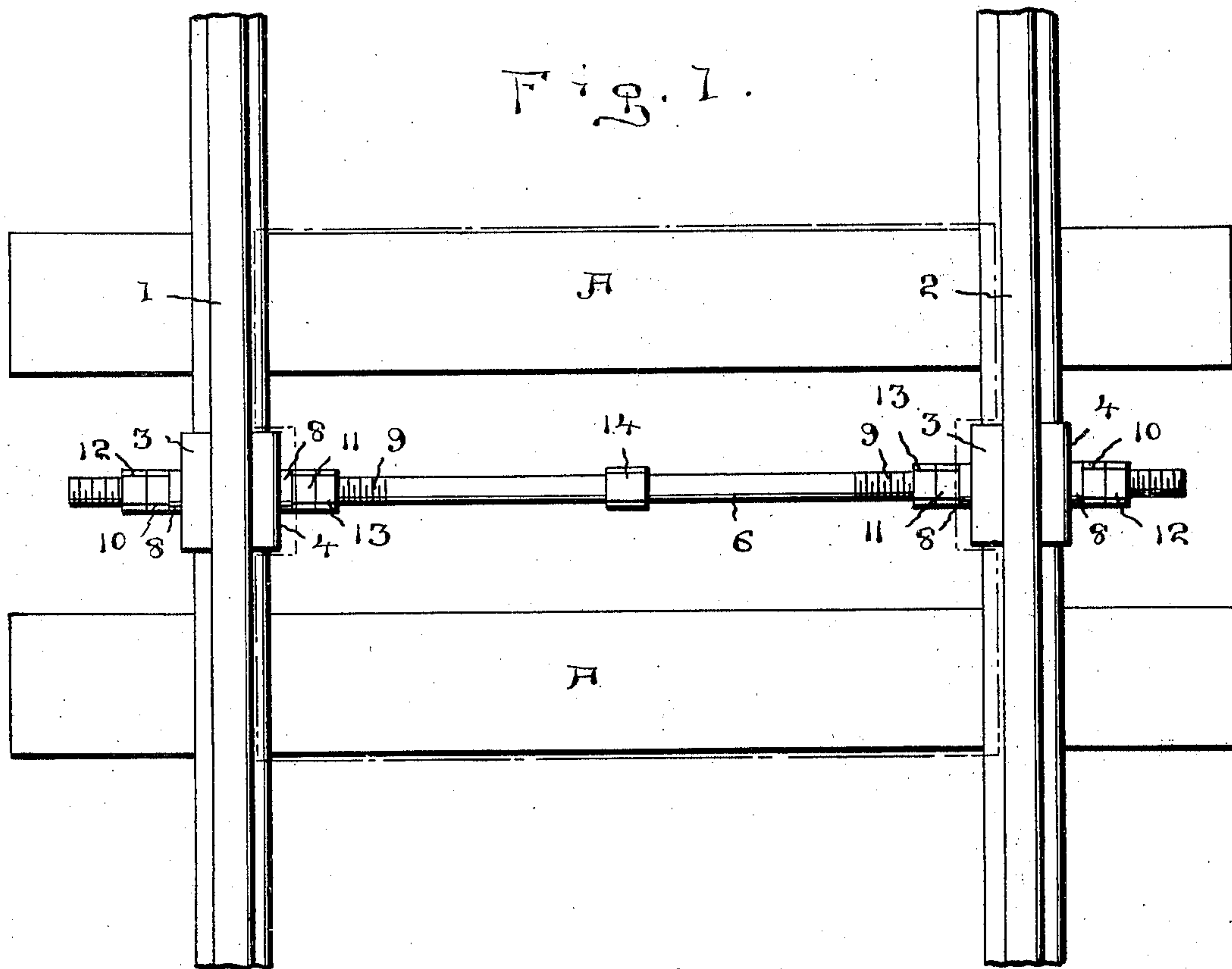


No. 756,267.

PATENTED APR. 5, 1904.

J. D. McGILL.
RAILROAD TRACK SECURER.
APPLICATION FILED SEPT. 4, 1903.

NO MODEL.



Inventor

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By

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Witnesses

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UNITED STATES PATENT OFFICE.

JOSHUA D. MCGILL, OF VANWERT, OHIO.

RAILROAD-TRACK SECURER.

SPECIFICATION forming part of Letters Patent No. 756,267, dated April 5, 1904.

Application filed September 4, 1903. Serial No. 171,981. (No model.)

To all whom it may concern:

Be it known that I, JOSHUA D. MCGILL, a citizen of the United States, residing at Vanwert, in the county of Vanwert and State of Ohio, have invented new and useful Improvements in Railroad-Track Securers, of which the following is a specification.

My invention has relation to improvements in railroad-track securers; and the object is to simplify and improve the existing art by providing a device for holding the rails of a railroad-track in required relative position with each other, so they will not spread apart or become relatively displaced and whereby the rails may be readily adjusted and held in proper position parallel with each other and against turning on their bases, to the destruction of the track and damage to the rolling-stock. I accomplish these objects by the means and appliances illustrated in the annexed drawings, to be taken as a part of this specification.

Reference being had to the drawings, Figure 1 is a plan view of a portion of track, showing my improvements applied thereto. Fig. 2 is a transverse section through the chair-sections and showing the securing-bar or tie-rod arranged therethrough and screwed up to hold the rails clamped between the chair-sections.

A designates the ties, which may be of any of the usual styles or makes, and laid thereon are the rails 1 2 of the usual type.

3 4 designate the chairs made in two parts or sections, as shown in Fig. 2 of the drawings, which meet approximately at the middle of the base-flanges of the rails. The base or body of the chair-sections extend a proper distance below the bottom of the base-flange of the rail and are formed with transverse passages 5, through which the bar or tie-rod 6 is passed, as seen in the drawings. The chair-sections are formed with rail-flange seats 7 in their inner faces, which take over the opposite base-flanges of the rails. Integral with the chair-sections on the outer side faces are formed bosses 8, against which the fastening and adjusting nuts bear. The end portions of the tie-rod are screw-threaded, as at 9, for

a proper distance ample to provide room for both the outer and inner fastening-nuts.

10 11 designate the outer and inner fastening and clamping nuts, respectively, and 12 13 are the locking-nuts, which may be of any approved make. The threaded ends of the tie-rod may project beyond the locking-nuts, so as to afford plenty of room for the action of the nuts in instances where the rail may be unduly out of place. In the middle of the tie-rod is a wrench or claw hold 14, to which a wrench or claw may be applied to keep the tie-rod from turning while the nuts are being screwed up.

A board or plate 15 may be arranged over the tie-rod, as shown in Fig. 2 of the drawings and indicated in Fig. 1 in dotted lines; but I do not deem the board or plate absolutely essential and it may be left off.

The invention is useful in many respects. By its use the track may be set to the proper gage and so held, the rails will be securely held against spreading, and spread rails may be readily drawn into gage position, and all the chair-sections can be made from a single pattern and applied by simply reversing them.

The application of the device is readily apparent to any trackman. The inner set of nuts can be screwed upon the tie-rod, then the chair-sections placed on the rod, and the outer set of nuts can be started on the rod. The rod with its equipments can then be passed under the rails, the chair-sections placed on the base-flanges of the rails, and then the clamping adjustments made.

Having thus described my invention, what I claim as new is—

1. The combination with rails, of chair-sections embracing the base-flanges of said rails and having depending portions under the base-flanges of the rails formed with aligned passages therethrough, the inner opposing edges of the chair-sections below the base-flanges of the rails being in close contact, a tie-rod having its opposite extremities fully screw-threaded at distances inwardly from the ends of the rod and also provided with a central claw-hold, and locking and jam nuts arranged in pairs on the screw-threaded extremities of the rod

and bearing against portions of the outer and inner edges of the respective chairs.

2. The combination with rails, of chair-sections embracing the base-flanges of said rails
5 and depending below the latter, the said chair-sections having their inner opposing edges in contact, the inner edge of one section and the outer edge of the companion section having
10 the bosses and the depending portions of the sections in line therewith, a tie-rod having screw-threaded extremities inserted through the passages in the chair-sections and also pro-

vided with a central claw-hold, and locking and jam nuts arranged in pairs on the opposite screw-threaded extremities of the rod, the
15 locking-nuts of each pair bearing against the said bosses, the said bosses facilitating the application of the nuts in tight relation to the chair-sections. 20

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

JOSHUA D. MCGILL.

Witnesses:

LEWIS HEFFNER,
OSCAR W. PRIDDY.