

No. 886,134.

PATENTED APR. 28, 1908.

J. KLINKHAMMER.

SPACING DEVICE FOR RAILWAY TRACKS.

APPLICATION FILED NOV. 4, 1907.

Fig. 1.

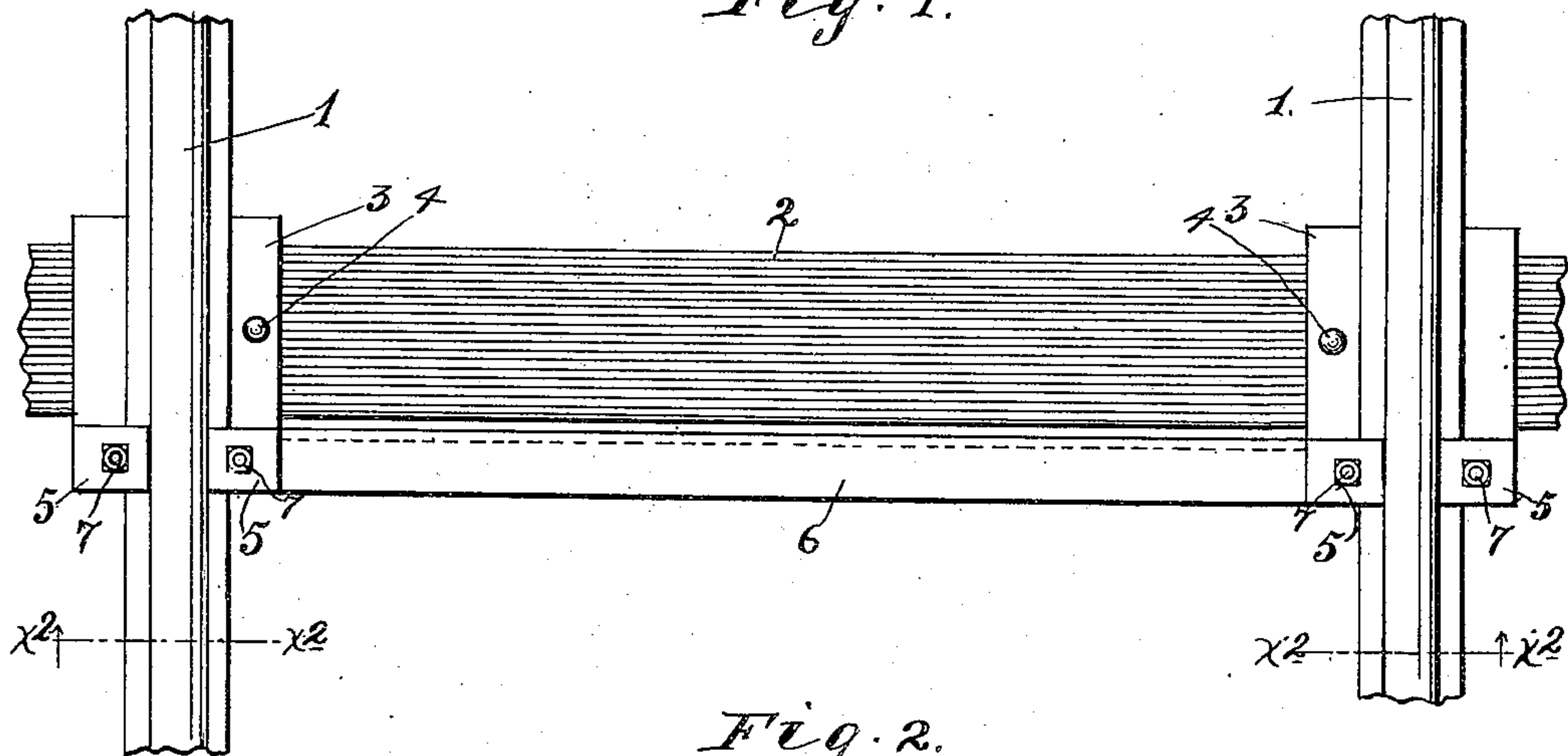


Fig. 2.

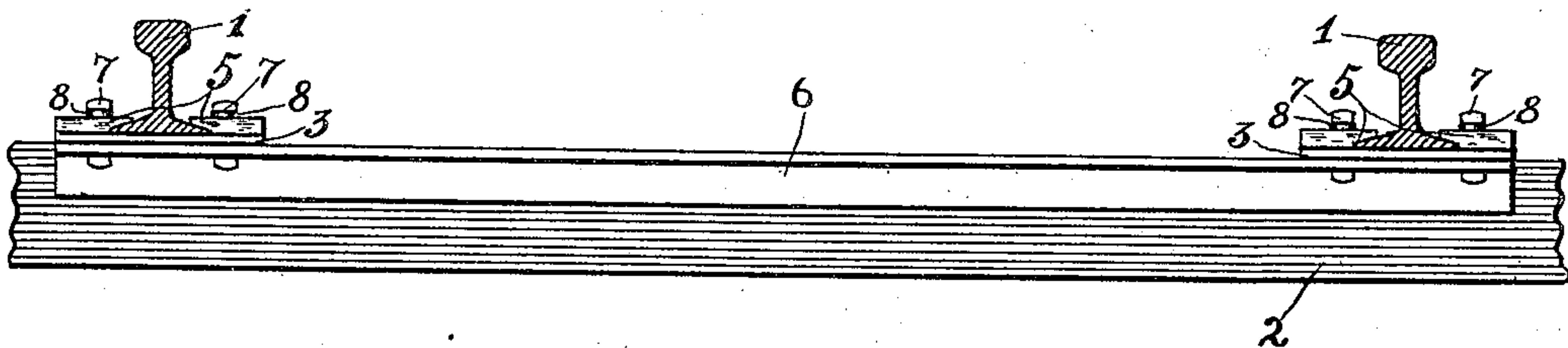
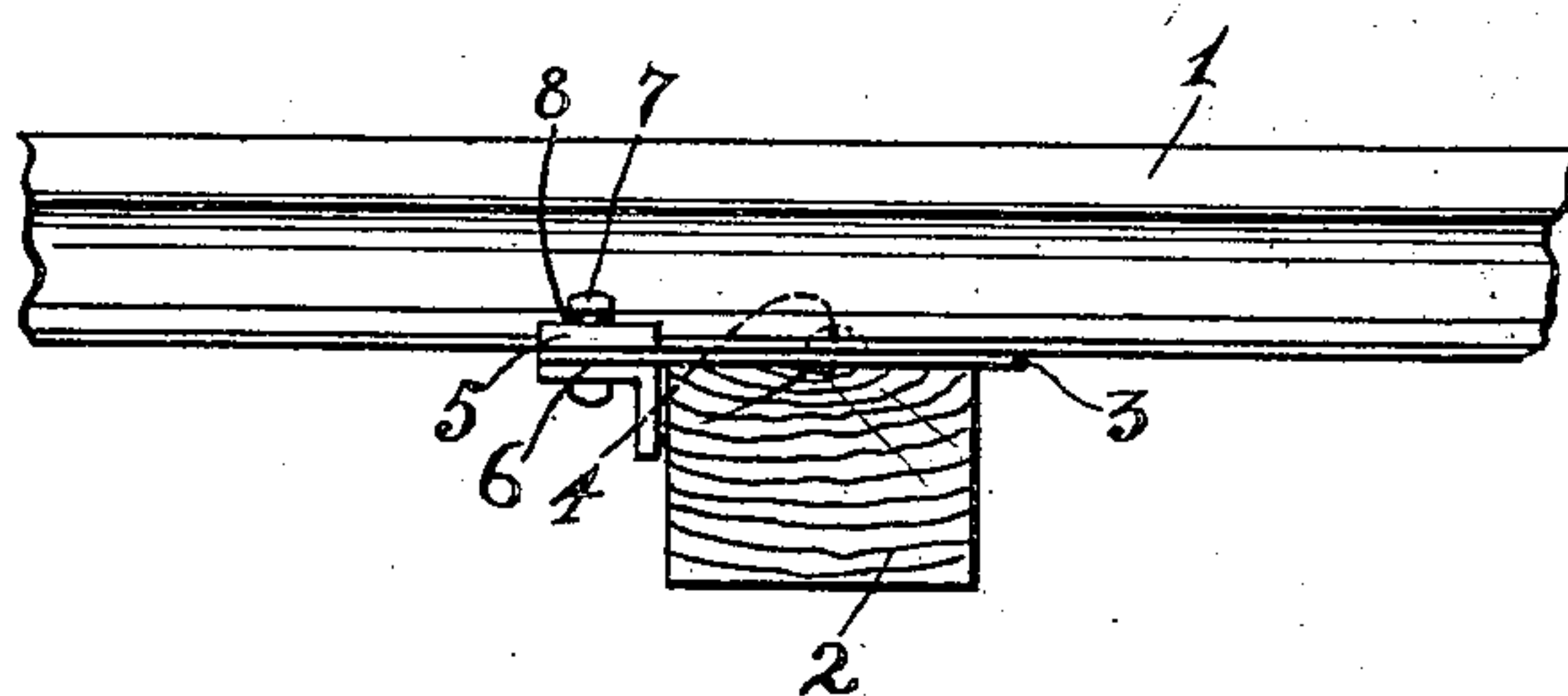


Fig. 3.



Witnesses
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SPACING DEVICE FOR RAILWAY-TRACKS.

No. 886,134.

Specification of Letters Patent.

Patented April 28, 1908.

Application filed November 4, 1907. Serial No. 400,458.

To all whom it may concern:

Be it known that I, JOSEPH KLINKHAMMER, a citizen of the United States, residing at Hopkins, in the county of Hennepin and State of Minnesota, have invented certain new and useful Improvements in Spacing Devices for Railway-Tracks; 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 has for its object to provide an improved spacing device for track rails, and to this end it consists of the novel devices and combinations of devices hereinafter described and defined in the claims.

The improved spacing device is illustrated in the accompanying drawings, wherein like characters indicate like parts throughout the several views.

Referring to the drawings; Figure 1 is a plan view of my improved spacing device, shown as applied to the rails of a railway track. Fig. 2 is a vertical section taken on the line $x^2 x^2$ of Fig. 1; and Fig. 3 is an end elevation of my improved spacing device, and with the railway track shown in side elevation.

The numeral 1 indicates the rails, and the numeral 2 an ordinary wooden tie. Said tie, however, may be made of any other suitable material. Bearing plates 3 are interposed between the base flanges of the rails 1 and the ties 2. The bearing plates 3 are of such length as to project beyond the sides of the ties 2 and are secured thereto by means of pins 4. Rail engaging clamps 5 rest upon the projecting ends of said bearing plates 3, with their inner ends overlapping portions of the base flanges of the rails.

A spacing bar 6 is secured at its ends to the bearing plates 3. Said spacing bar 6 is preferably in the form of an angle bar, the hori-

zontal flange of which underlies and engages the projecting ends of the bearing plates 3. By placing the vertical flanges of the spacing bar 6 next to the tie 2, as shown, said spacing bar is so positioned that it will not interfere with the proper tamping of the tie.

The rail engaging clamps 5, bearing plates 3, and the horizontal flange of the spacing bar 6, are provided with alined holes through which nutted bolts 7 are passed for securing the rails 1 and the spacing bar 6 to the bearing plates 3. The nutted bolts 7 are preferably provided with spring washers 8. By the use of the bearing plates 3, the base flanges of the rails 1 are prevented from cutting into the ties 2, thereby greatly increasing the life of the same.

The above device, while simple and of comparatively small cost, is highly efficient for the purposes had in view.

What I claim is:—

The combination with a pair of rails and a tie, of a pair of bearing plates interposed between the base flanges of said rails and said tie, and projecting beyond one side of said tie, means for securing said plates to said tie, rail engaging clamps resting upon the upper projecting ends of said bearing plates, a spacing angle bar underlying the projecting ends of said bearing plates, with its horizontal flange engaging therewith, and its vertical flange turned next to said tie, and nutted bolts passed through the rail engaging clamps, bearing plates and spacing bar rigidly securing the same together, substantially as described.

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

JOSEPH KLINKHAMMER.

Witnesses:

W. R. ANDERSON,
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