No. 886,315. PATENTED APR. 28, 1908.

J. M. DE WITT.

APPLIANCE TO PREVENT RAILWAY TRACK RAILS FROM SPREADING.

APPLICATION FILED JULY 25, 1907.

Fig. 1.

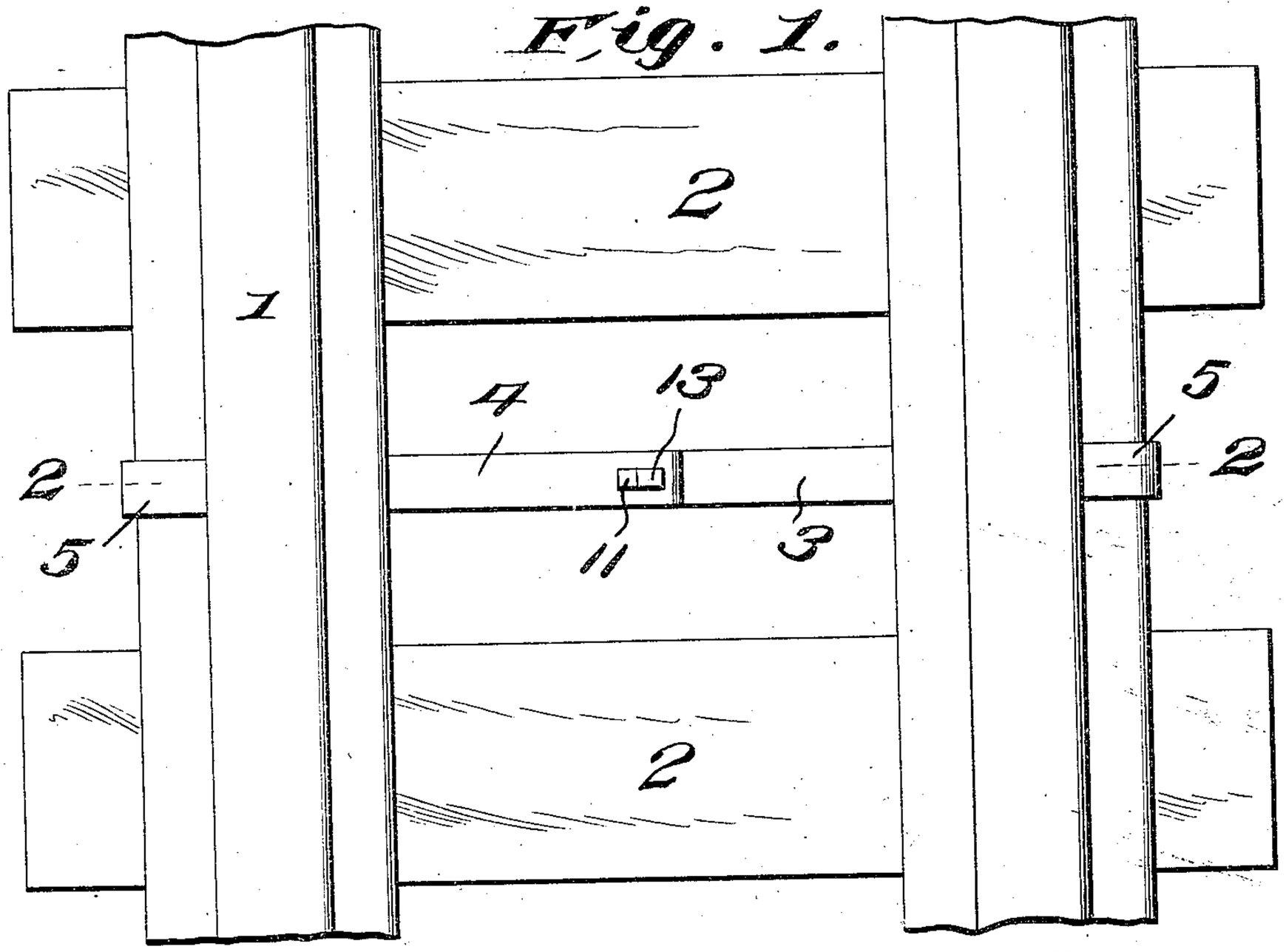

Fig. 2.

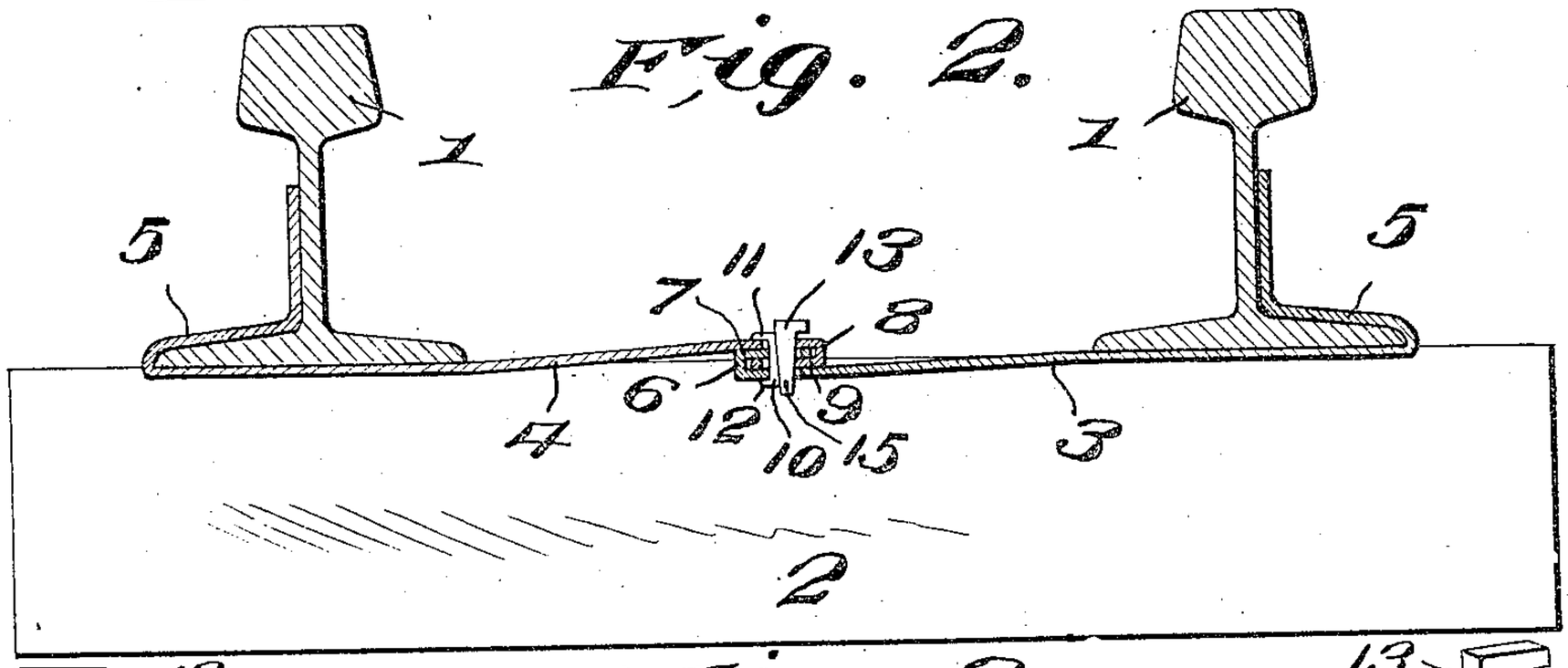

Fig. 5.

Fig. 3.

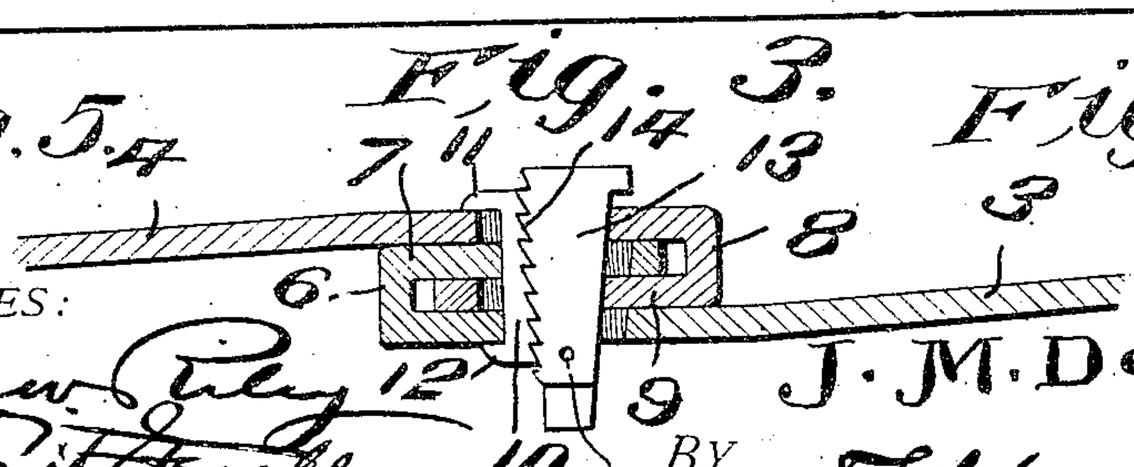

Fig. 4.

WITNESSES:

Thos. Cley

W. E. Fitzgerald

INVENTOR

J. M. De Witt

BY

W. J. Fitzgerald & Co.

Attorneys.

UNITED STATES PATENT OFFICE.

JAMES MORE DE WITT, OF BLOOMSBURG, PENNSYLVANIA, ASSIGNOR OF ONE-FOURTH TO WM. C. JOHNSTON, OF BLOOMSBURG, PENNSYLVANIA.

APPLIANCE TO PREVENT RAILWAY-TRACK RAILS FROM SPREADING.

No. 886,315. Specification of Letters Patent. Patented April 28, 1908.

Application filed July 25, 1907. Serial No. 385,451.

To all whom it may concern:

Be it known that I, JAMES M. DE WITT, a citizen of the United States, residing at Bloomsburg, in the county of Columbia and State of Pennsylvania, have invented certain new and useful Improvements in Appliances to Prevent Railway-Track Rails from Spreading; 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 the construction of railways and more particularly to means for preventing track rails from spreading or having a relative movement and my invention consists of certain novel features of construction and combination of parts, the parts being made of iron, steel or any suitable material, and as will be hereinafter set forth and pointed out in the claims, reference being had to the accompanying drawings which are made a part of this application, and in which.

Figure 1 shows a top plan view of the section trackway of the railroad with my invention secured to the track rails. Fig. 2 is a sectional view of Fig. 1 on dotted line 2—2 thereof. Fig. 3 is a detail in section on a slightly enlarged scale from that shown in Fig. 2. Fig. 4 is a detail form of one form of locking wedge. Fig. 5 is a detail view of another form of the locking wedge.

For convenience of description, designating numerals will be applied to the various details of my invention, the same numeral being used to represent the same parts in the several views. Referring to the numerals on the drawings, 1 indicates track rails of the usual or any preferred construction and 2 designates cross ties also of the construction and in order that the track rails may be reliably secured in their adjusted position upon the cross ties, I provide a pair of coöperating clamping bars 3 and 4, each so bent at its outer end, that it is provided with an overreaching lip 5, designed to engage the outer edge of the rail base and stand and thereby prevent further outward movement of the track rails after proper adjustment thereof, as will be hereinafter more clearly set forth.

The inner end of the member 3 is bent upon itself so as to provide the upwardly directed portion 6 and the horizontal section 7 disposed parallel with the member 3, while the member 4 is bent at its inner end so as to form the downwardly extending section 8 and the horizontal section 9 and it is obvious that the inner ends of the members 3 and 4 when thus bent and shaped, will interfit with each other and in order that said parts may be reliably locked in adjusted union, I provide in said parts suitable registering apertures adapted to receive, first, the interlocking member 10, having the parallel fingers 11 and 12 sufficiently separated to receive between them the assembled ends of the members 3 and 4 and after the interlocking device 10 has been thus located in position, I secure the same by means of the wedge-like device 13, which may have a plain or smooth inner edge or face to coöperate with the opposed face of the member 10 or each of said faces may be corrugated as designated by the numeral 14 in Fig. 3. By corrugating or roughening the opposing faces of the members 10 and 13, it is obvious that when the member 13 is driven securely home in its seat, the parts will be reliably locked in union. If said opposing faces of said members are left smooth, then I prefer to provide an aperture 15, through which a locking pin may be introduced or the lower edge of the locking wedge 13 may be split longitudinally, the one side or portion of said locking-wedge so split being made longer than the other side or portion and the longer side or portion of said locking-wedge is to be bent or driven back to clench whereby the locking-wedge will be held against casual removal and the parts will be reliably locked in union.

The registering apertures in the overlapping ends of the members 3 and 4 are of such character that the track rails will be gradually drawn towards each other and the locking-wedge 13 is driven home in its seat, and it, therefore, follows that after said locking-wedge has been inserted a sufficient depth to bring the track rails into proper alinement and into the desired and proper position, said wedge may be locked in its seat by inserting a pin in the aperture or by the bent clench of the longer portion of the locking-wedge or otherwise.

Having thus fully described the construction and manner of using my invention, further description is deemed unnecessary.

What I claim is:

1. A locking device for track-rails, comprising rail-connecting members having their opposed or meeting end-portions formed

with reversely extending terminals, one of which overlies the other, and means adapted for engagement with said meeting end-portions and for locking the same together.

2. A locking device for track-rails, comprising rail-connecting members having their meeting end-portions formed with reversely extending terminals, one of which overlies the other and means adapted for locking the same together, said meeting end-portions and their reversely extending terminals being provided with coincident or registering slots for receiving said locking means.

3. A locking device for track-rails, comprising rail-connecting members having their meeting end-portions formed with reversely extending terminals, one of which overlies the other, and locking wedges or keys, said meeting end-portions together with their reversely extending terminals having coincident or registering slots for receiving said locking wedges or keys.

4. A locking device for track-rails, comprising rail-connecting members having their meeting end-portions formed with reversely extending terminals one of which overlies the other of said meeting end-portions, together with said reversely extending terminals, having registering slots, and locking members insertible through said slots, one of said locking members having opposite-end projections embracing said meeting end portions and said reversely extending terminals and the other member engaging the aforesaid member and equipped with means for securing the same in effective position.

5. A locking device for track-rails, consisting of rail connecting bar-members having their meeting end portions formed with reversely extending terminals, one of which overlies the other, said meeting end-portions, together with said reversely extending terminals, having registering slots, and locking members insertible through said slots, one locking member having opposite-end projections embracing said meeting end-portions and said reversely extending terminals, and the other locking member having a split lower end adapted to be clenched in place, said locking members having serrated interlocking meeting surfaces.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JAMES MORE DE WITT.

Witnesses:

ESTHER ABBOTT,

WM. C. HUNTER.