

No. 898,037.

PATENTED SEPT. 8, 1908.

E. J. CLARK.
INSULATED GAGE PLATE.
APPLICATION FILED SEPT. 19, 1906.

Fig. 2.

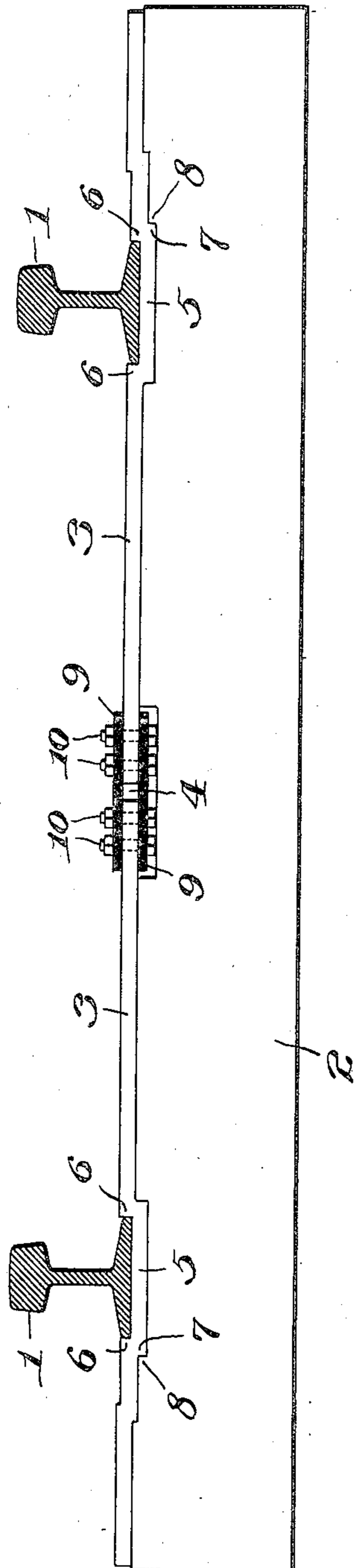
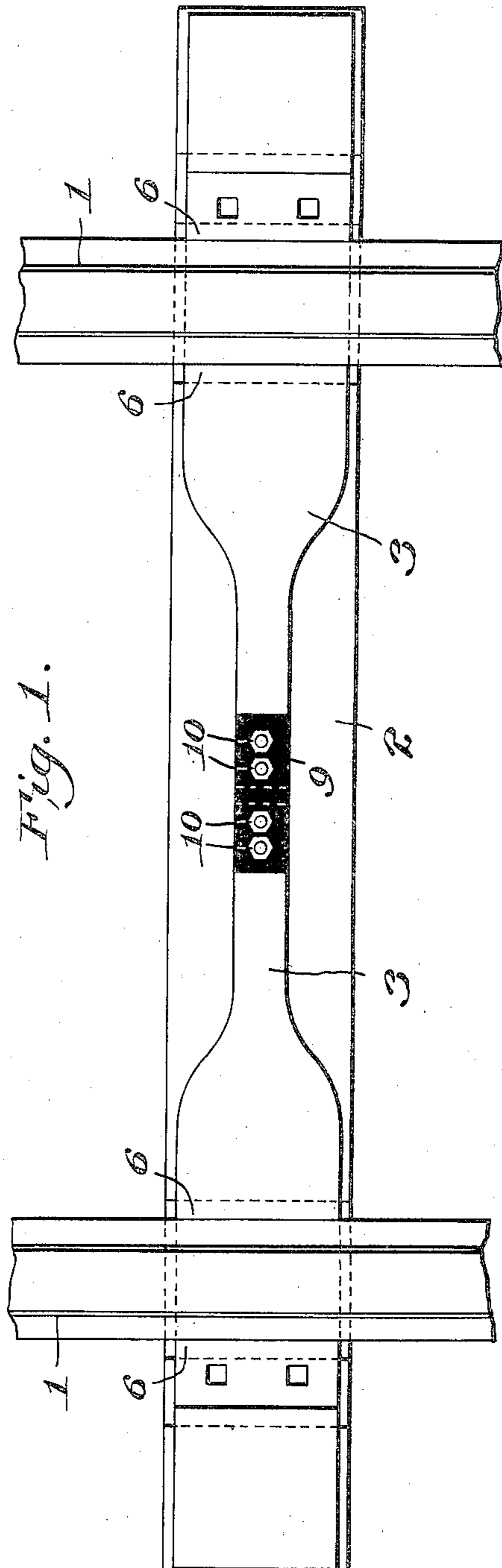


Fig. 1.



WITNESSES:

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INSULATED GAGE-PLATE.

No. 898,037.

Specification of Letters Patent.

Patented Sept. 8, 1908.

Application filed September 19, 1906. Serial No. 335,195.

To all whom it may concern:

Be it known that I, EDWARD J. CLARK, a citizen of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Insulated Gage-Plates, of which the following is a specification.

Great difficulty has been experienced in supporting railway rails to preserve the gage thereof and yet have the two rails electrically insulated from each other. Particularly is this the case at switches and curves where the cars traversing the rails are directed out of a straight course, the wheel flanges on one side of the cars having a tendency to force one rail away from the other.

The object of my invention is to overcome this difficulty and I accomplish my object by providing a simple and efficient means for supporting the rails so as to prevent movement thereof away from each other and to electrically insulate them from each other, as will be hereinafter fully described and claimed.

In the drawings:—Figure 1 is a plan view of a portion of a pair of railway rails and supporting means therefor embodying my invention. Fig. 2 is an elevation thereof.

1 designates the railway rails and 2 the tie. Resting upon the tie 2 and extending from end to end thereof, or substantially so, is a two part metal plate, 3, the parts thereof being interrupted by a space, 4, about midway of the tie 2. The plate 3 is provided with depressed portions 5 into which are fitted the bottom flanges of the rails 1, said flanges engaging the shoulders 6 to prevent lateral movement of the rails with respect to the plate. The depressed portions 5 of the plate 3 are fitted to depressions in the tie 2. The shoulders 7 of the plate 3 engage the shoulders 8 of the tie which assists in preventing movement of the parts of the plate away from each other. There is however a lack of certainty in the tie preventing movement of the parts of the plate away from each other, for the reason that the tie being made of wood the constant jarring of the rails wears the seat upon the tie and permits the rails to separate.

Arranged against the upper and lower surfaces of the adjacent ends of the two parts of

the plate 3 and extending across the space 4 and over said ends, are plates 9 of insulating material which are firmly secured to the two parts of the plate 3 by suitable bolts 10 extending through the plates 3 and 9. Thus it will be seen that the plates 9 electrically insulate the two parts of the plate from each other, and, in conjunction with the shoulders 7 and 8, effectually prevent movement of the parts of the plate 3 and perforce the rails 1 away from each other, thereby preserving the gage of the rails.

I claim:—

1. The combination with the railway rails and the tie having depressions therein of a two part plate resting upon the tie and provided with means for engaging said depressions, said plate being also provided with means for engaging the rails to prevent movement thereof away from each other, a plate of insulating material extending over the two parts of the first named plate and arranged within a depression in the tie, and bolts securing the second named plate to the two parts of the first named plate.

2. The combination with the railway rails and the tie, having depressions therein, of a two part plate resting upon the tie and provided with means for engaging said depressions said plate being also provided with means for engaging the rails to prevent movement thereof away from each other, and a member of insulating material secured to the parts of said plate, and holding them in fixed relation to each other.

3. The combination with the railway rails and the tie having depressions therein, of a two part plate resting upon the tie and provided with means for engaging said depressions, said plate being also provided with means for engaging the rails to prevent movement thereof away from each other; a plate of insulating material extending over the two parts of the first named plate, and bolts securing the second named plate to the two parts of the first named plate.

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

EDWARD J. CLARK.

Witnesses:

A. V. GROUPE,
ELLA M. WARE.