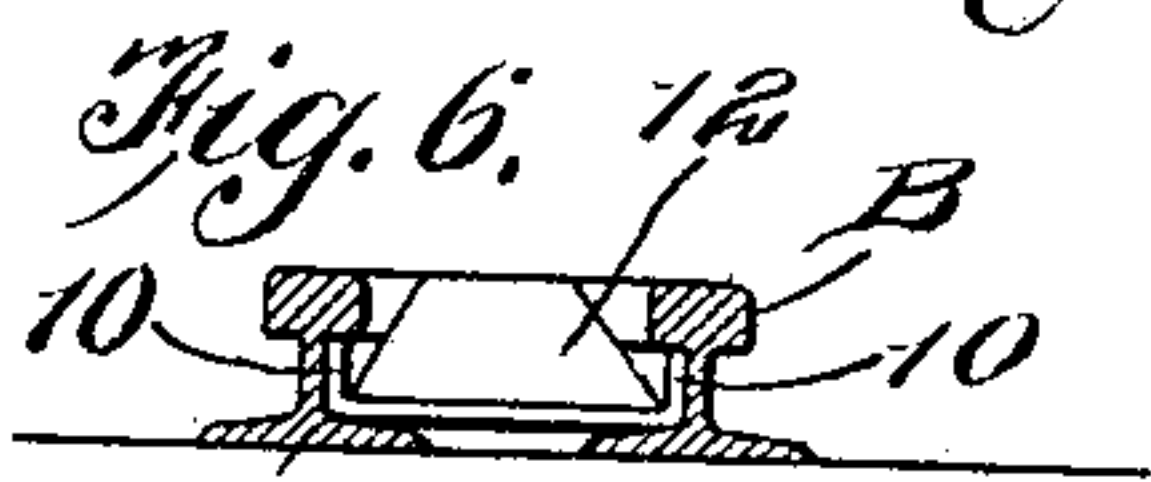
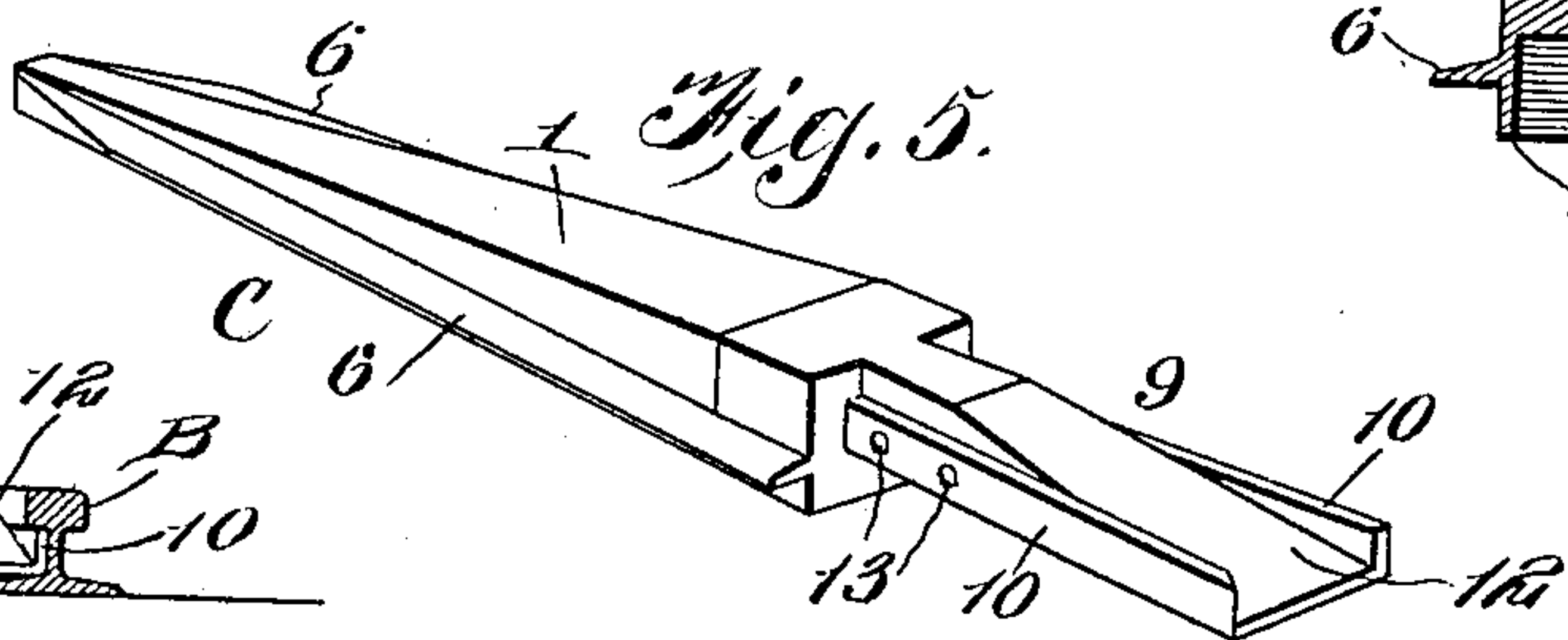
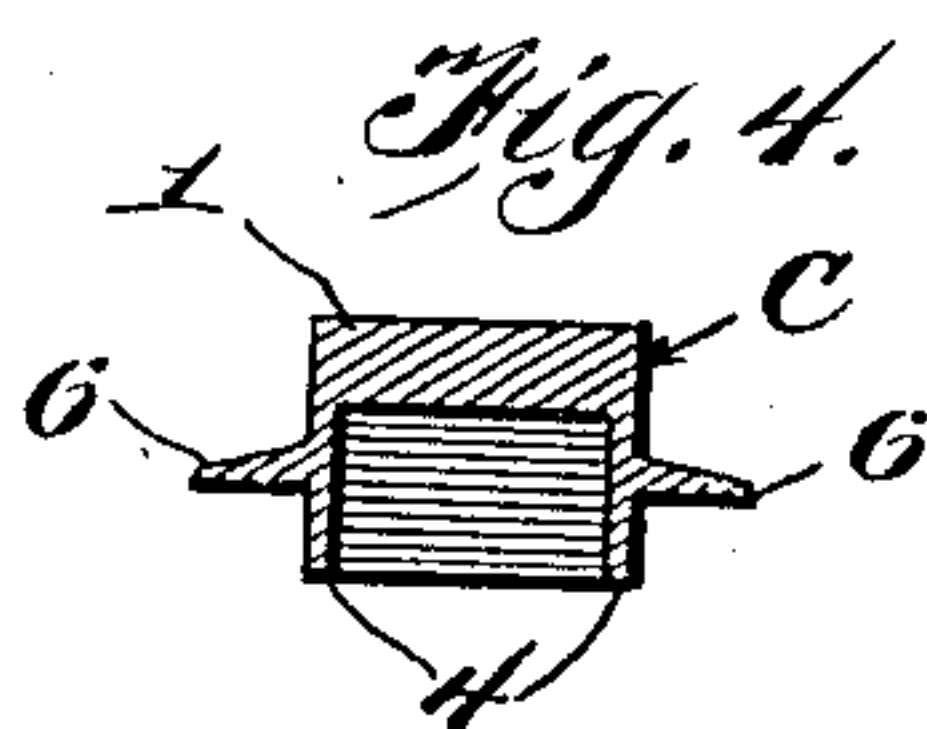
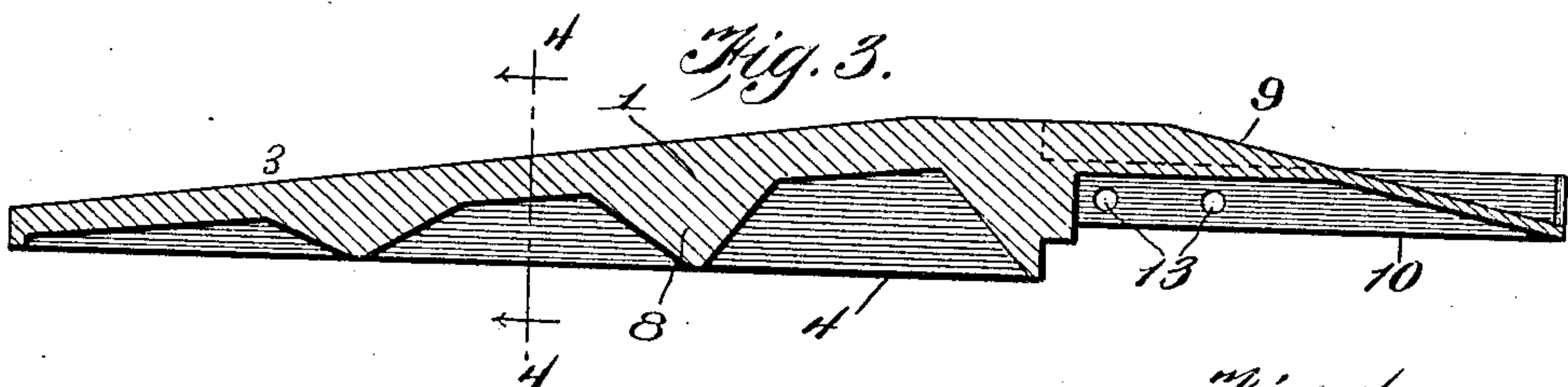
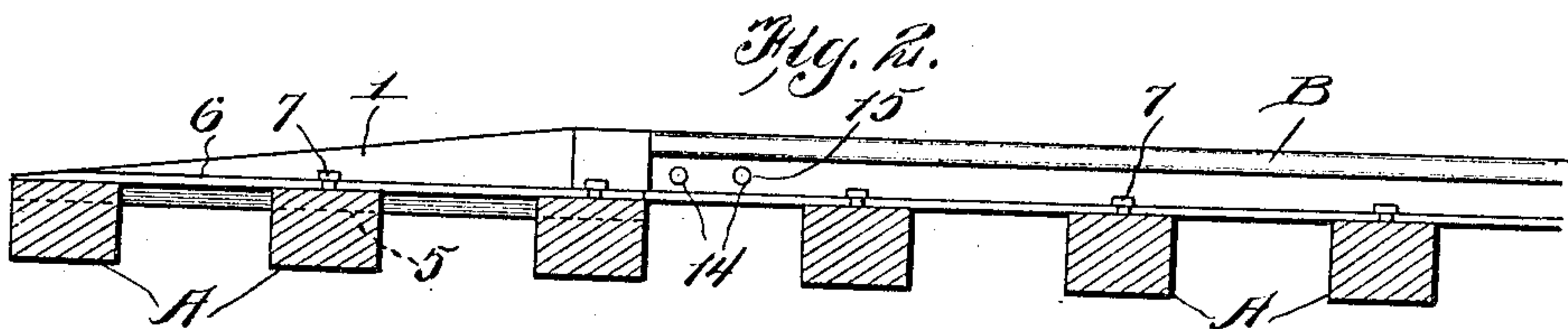
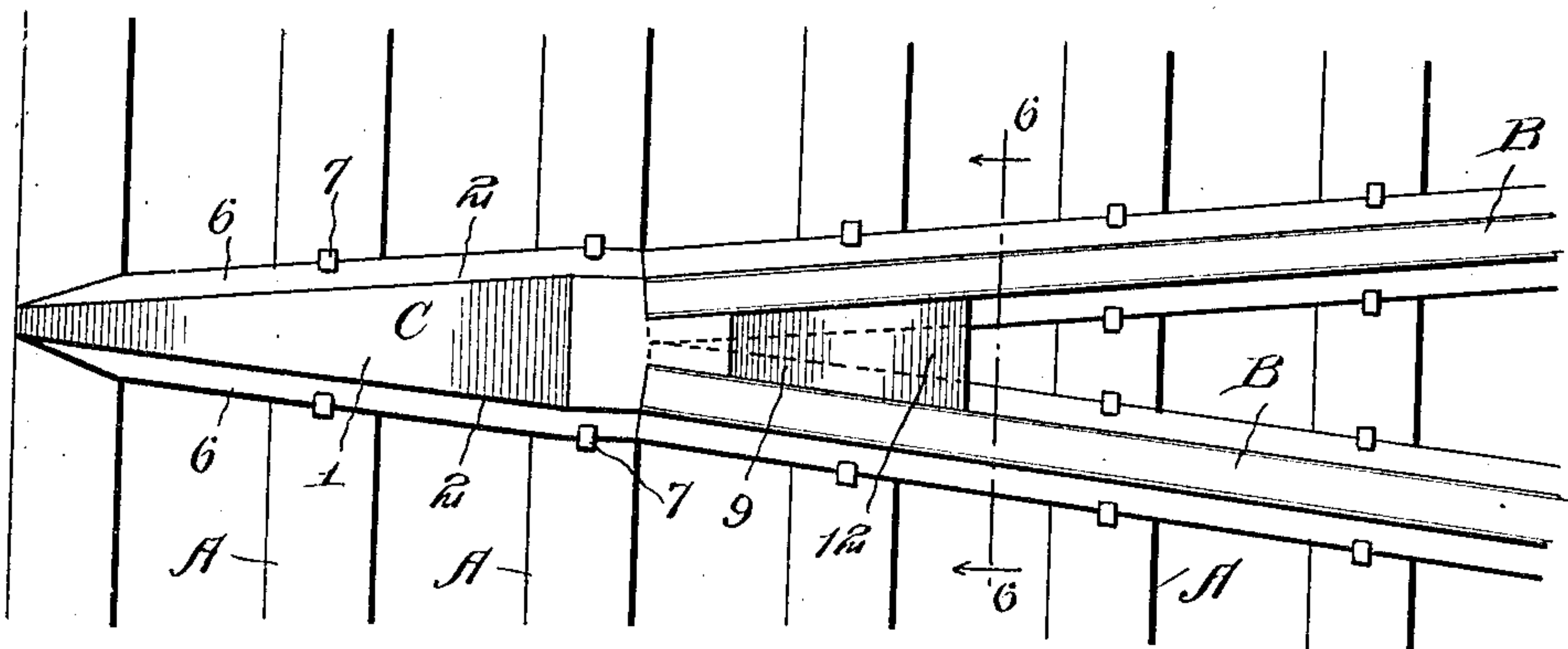


910,115.

Fig. 1.



Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM R. CHEDESTER, OF MORRISVILLE, PENNSYLVANIA.

POINT FOR GUARD-RAILS.

No. 910,115.

Specification of Letters Patent.

Patented Jan. 19, 1909.

Application filed May 12, 1908. Serial No. 432,457.

To all whom it may concern:

Be it known that I, WILLIAM R. CHEDESTER, a citizen of the United States, residing at Morrisville, in the county of Bucks and State of Pennsylvania, have invented new and useful Improvements in Points for Guard-Rails, of which the following is a specification.

This invention relates to improvements in track construction for railroads and relates more particularly to points intended for use with guard rails on bridges or at switches.

The invention has for one of its objects to provide a rail point which is of comparatively simple, inexpensive and durable construction, and so designed as to be securely fastened in place to obtain the maximum safety.

Another object of the invention is the provision of a point that is adapted to be set into the ties and is provided with spike-engaging flanges that rest on the ties, and is also provided with a tail piece that fits under the heads of the two converging extremities of the guard rails with which the point is used.

With these objects in view and others, as will appear as the description proceeds, the invention comprises the various novel features of construction and arrangement of parts which will be more fully described hereinafter and set forth with particularity in the claims appended hereto.

In the accompanying drawing, which illustrates one embodiment of the invention, Figure 1 is a plan view of the point applied to the two converging ends of the guard rails of a railroad track. Fig. 2 is a longitudinal section of the track showing the point in elevation. Fig. 3 is a central longitudinal section of the point drawn on an enlarged scale. Fig. 4 is a transverse section on line 4—4, Fig. 3. Fig. 5 is a perspective view of the point. Fig. 6 is a transverse section on line 6—6, Fig. 1.

Similar reference characters are employed to designate corresponding parts throughout the views.

Referring to the drawing, A designates the cross ties of a track at a trestle, bridge or the like, and on which are laid and spiked in the usual manner the guard rails B that are arranged with their ends in converging relation and brought close together to receive the point designated generally by C. This point is preferably a single piece

casting or forging and is composed of a body 1 that is approximately triangular in plan and tapers outwardly from the rails B, the vertical sides 2 of the point being in alinement with the outer faces of the heads of the rail. The top face 3 of the body 1 is inclined outwardly and downwardly so that anything dragging on the trains cannot become caught on the point and tear it loose or cause other damage. The body is provided with side flanges 4 that are seated in the recesses 5 in the ties A, whereby the point is prevented from moving laterally, and on these flanges are horizontally-extending webs or ribs 6 that rest on the tops of the cross ties A and are engaged by the heads of the spikes 7 whereby the point is securely held in position. The body 1 is formed with transverse ribs 8, Fig. 3, that connect the depending flanges 4 so as to form a strong and durable structure.

Extending rearwardly from the body 1 is a tail piece designated generally by 9. This tail piece has horizontal ribs or flanges that engage under the heads 11 of the rails B and rest on the bases of said sections, and the top surface 12 of the tail piece is inclined downwardly from a point adjacent the inner end thereof. The ribs 10 have bolt-receiving openings 13 through which project bolts 14 that pass through openings 15 in the rails B to firmly clamp the latter to the tail piece whereby the same coöperates with the recesses 5 and spikes 7 engaging the ribs 6 of the point to firmly hold the latter in position.

From the foregoing description, taken in connection with the accompanying drawing, the advantages of the construction and of the method of operation will be readily apparent to those skilled in the art to which the invention appertains, and while I have described the principle of operation of the invention, together with the device which I now consider to be the best embodiment thereof, I desire to have it understood that the device shown is merely illustrative, and that such changes may be made when desired as are within the scope of the appended claims.

Having thus described the invention, what I claim is:—

1. The combination of guard rails arranged in converging relation, a point disposed at the ends of the sections and common to both, the top surface of the point

being inclined downwardly toward the vertex thereof, and spike-engaging ribs on the sides of the point.

2. The combination of cross ties certain of which have recesses, guard rails secured to the unrecessed cross ties and disposed in converging relation, a point arranged at the ends of the rails and seated in the recesses, the top surface of the point being inclined downwardly from the rear portion of the vertex, and means for securing the point directly to the tie.

3. The combination of cross ties certain of which have recesses, guard rails secured to the unrecessed cross ties and disposed in converging relation, a point arranged at the ends of the rails and seated in the recesses, means for securing the point directly to the tie, ribs on the opposite sides of the point, and spikes engaging the ribs for holding the point in the said recesses.

4. The combination of two converging rails, a point having a tail piece disposed between and fitted to the rails and provided with bolt-receiving apertures, the top surface of the point being inclined downwardly from the portion adjacent the forward end of the tail piece toward the vertex of the point, and bolts passing through the rails and said apertures of the tail piece for securing the tail piece to the rails.

5. The combination of cross ties certain of which have recesses, rails secured to the unrecessed cross ties and having extremities disposed in converging relation, a point arranged at the ends of the rails and seated in the recesses, means for securing the point directly to the tie, ribs on the opposite sides of the point, spikes engaging the ribs for holding the point in the said recesses, and means for removably securing the point to the rails.

6. A point for guard rails, comprising a pointed-shaped body, and a tail piece secured thereto and expanding from the forward to the rear end to fit between two guard rails, the body and tail piece being inclined outwardly and downwardly toward the extremities of the point.

7. A point comprising a pointed-shaped body, a tail piece secured thereto and shaped to fit between two guard rails, and longitudinal ribs on opposite sides of the body, said ribs being arranged above the bottom of the body for permitting the latter to be set in the recessed ties.

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

WILLIAM R. CHEDESTER.

Witnesses:

A. E. LILLEY,
JOHN PEZE.