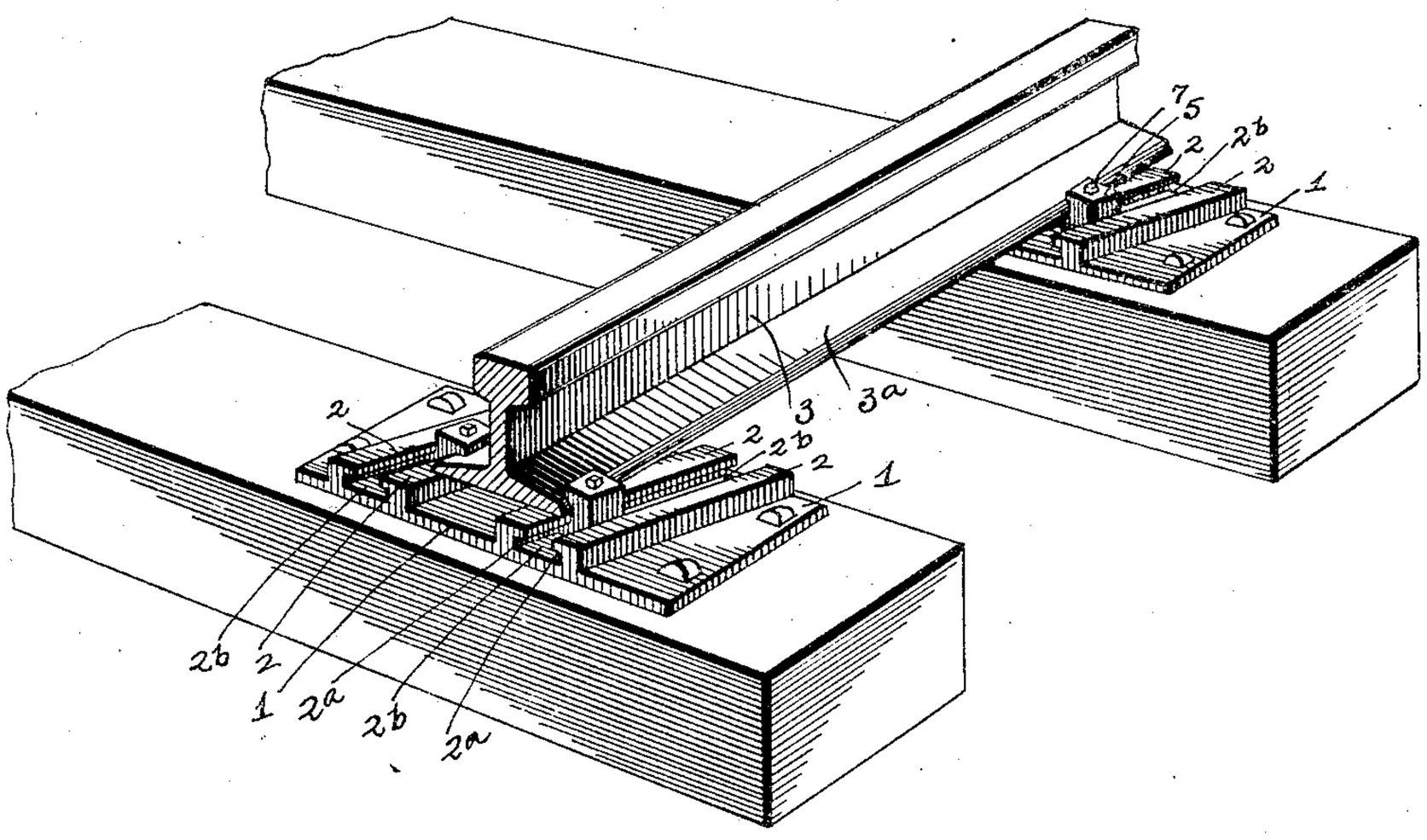
J. W. KEMMERLE.

TRACK RAIL SUPPORT.

APPLICATION FILED MAR. 8, 1909.

931,206. Patented Aug. 17, 1909.

Fig. 1.



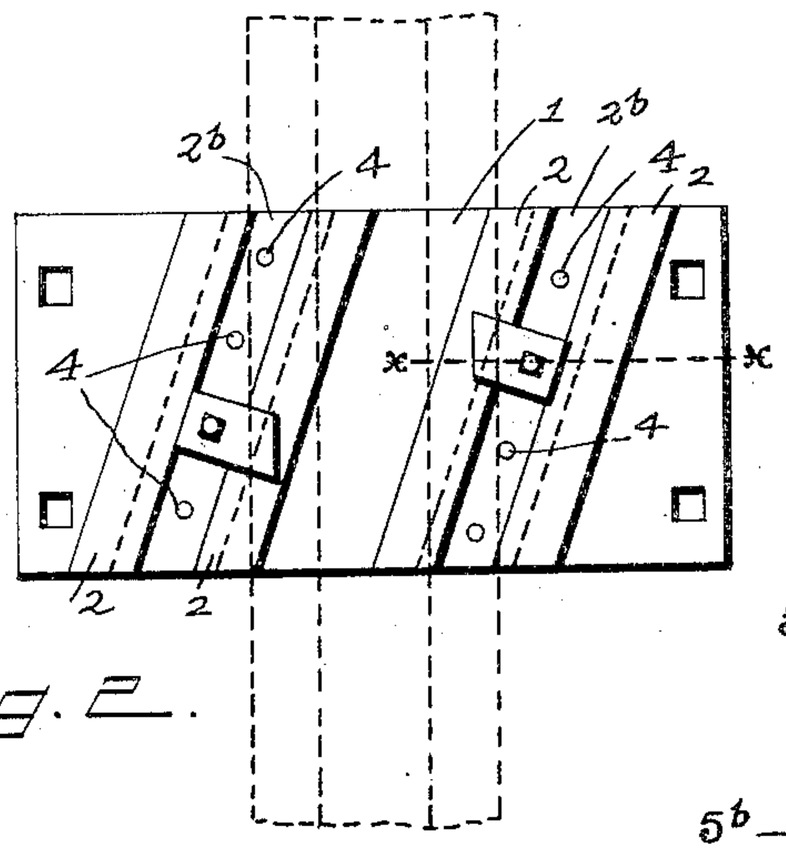


Fig. 2.

Fig. 3.

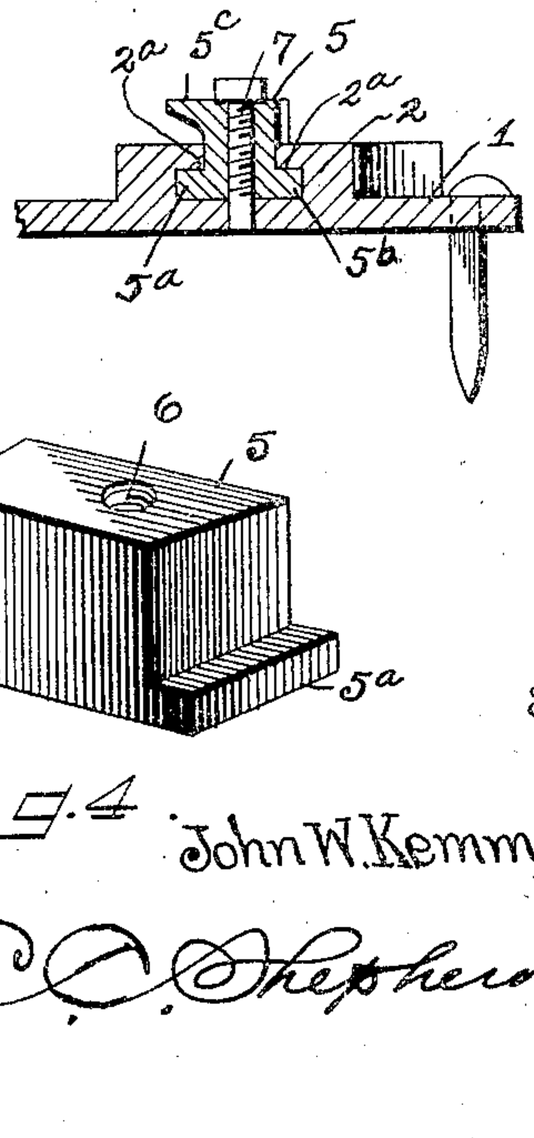


Fig. 4.

Witnesses

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UNITED STATES PATENT OFFICE.

JOHN W. KEMMERLE, OF COLUMBUS, OHIO.

TRACK-RAIL SUPPORT.

No. 931,206. Specification of Letters Patent. Patented Aug. 17, 1909.

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To all whom it may concern:

Be it known that I, JOHN W. KEMMERLE, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Track-Rail Supports, of which the following is a specification.

My invention relates to the improvement of track rail supports and the objects of my invention are to provide simple and improved means for the adjustable support of railway track rails upon ties; to so construct my improved rail supports as to insure a safe connection of the rails and ties which will obviate any tendency of the rails to spread apart and to produce other improvements, the details of which will be more fully pointed out hereinafter. These objects I accomplish in the manner illustrated in the accompanying drawing, in which:

Figure 1 represents in perspective a track rail section supported in connection with two ties by my improved supporting means, Fig. 2 is a plan view of one of the supporting devices showing in dotted lines the relative position of the rail therewith, Fig. 2 is a sectional view on line *x*—*x* of Fig. 2, and Fig. 4 is a detail view in perspective of one of the clamping blocks which I employ in the manner hereinafter set forth.

Similar numerals refer to similar parts throughout the several views.

In carrying out my invention, I employ track rail supports, adapted to be rigidly spiked or otherwise connected with the upper surfaces of ties of a railway track and each of these supports comprises an oblong plate 1, which is secured upon the tie in the direction of the length of the latter. With each of the plates 1 are formed integrally, two pairs of parallel upwardly projecting guide ribs, these ribs being indicated at 2. As shown in the drawing, the ribs of each pair are angular in cross section, or are formed in their upper portions with inturned lips as shown at 2^a, resulting in an inverted T-guideway 2^b between said ribs. As shown in the drawing, the ribs of each pair are arranged diagonally on the plate 1, or extend in lines which form obtuse and acute angles with the longer sides of said plate. By this arrangement, the ribs are arranged out of alinement with the direction of the length of the track rails, a portion of one of which rails is indicated at 3.

Through the floor of each of the guideways which is formed between each pair of ribs, I form vertical unthreaded openings 4, which openings are arranged at desirable distances one from another. The track rails, as shown in Fig. 1 of the drawing, are adapted to have their laterally extending base flanges 3^a bear, as shown, upon the inner ribs 2 of the bars, said track rails extending as usual, in directions substantially at right angles to the directions of the length of the ties. For each of the supporting plates 1, I provide two adjustable clamping blocks 5, one for each of the guideways 2^b. Each of these clamping blocks, comprises an upright body portion having outwardly and inwardly projecting base flanges 5^a and 5^b, the inner end or side of each of the blocks being formed with an inward extension or lip 5^c, the end of which is inclined, as shown, thus resulting in imparting a greater length to one side of the block than the other. Through each of the blocks 5, I provide a vertical threaded opening 6. As will be seen, the base flanges 5^a and 5^b of the blocks engage the lateral base recesses of the guideways 2^b, said blocks being slidable in said guideways when not held in connection with the base plate through the medium of bolts 7 which pass downward through threaded openings in the blocks and have their lower unthreaded portions extending into the desired plate openings 4. As indicated in the drawing, the projecting block lips 5^c engage the upper sides of the outer portions of the rail flanges 3^a, this clamping engagement tending to hold the rail firmly in connection with the plate 1 and to secure said rail against any possibility of lateral movement.

It is obvious that the relative positions of two parallel rails of a railway track, may be changed as desired to insure the proper distance between said rails, by removing the bolts 7 from opposing blocks 5 and sliding said blocks either in one direction or the other in the guideways 2^b, thereby imparting a lateral pressure on the rail flange, which will serve to move said rail to the desired new position. This being accomplished, the bolts may be again inserted in the blocks and base plate, to hold the rail in the new position.

From the construction and operation de-

scribed, it will be seen that track rail supports are provided of comparatively simple construction, by means of which railway track rails may not only be held firmly in connection with the ties, but by which said rails may have imparted thereto a desirable adjustment toward or away from each other.

What I claim, is:

In a track rail support, the combination with a plate having means for attachment to a railway tie and provided with a pair of diagonally arranged guideways parallel with each other, and a plurality of openings in said plate in the floors of said guideways, of track rail engaging blocks slidably mounted in said guideways and having lip projections adapted to overlap the outer portions of track rail flanges, and a bolt passing through each of said blocks and having its lower unthreaded end portion adapted to enter the desired one of said guideway floor openings.

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

JOHN W. KEMMERLE.

Witnesses:

L. CARL STOUGHTON,

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