

L. R. BISHOP.
GUARD RAIL MOUNTING.
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954,919.

Patented Apr. 12, 1910.

Fig. 1.

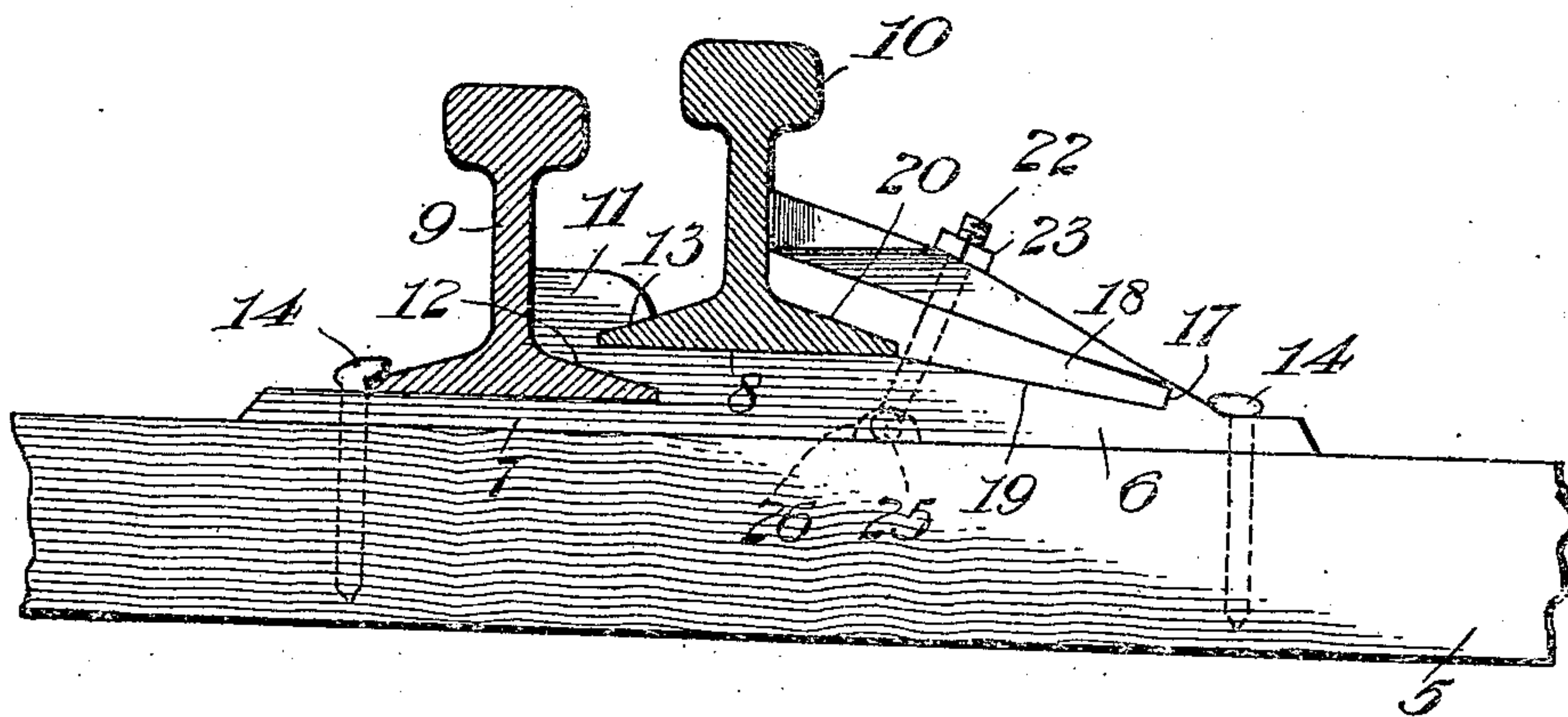


Fig. 2.

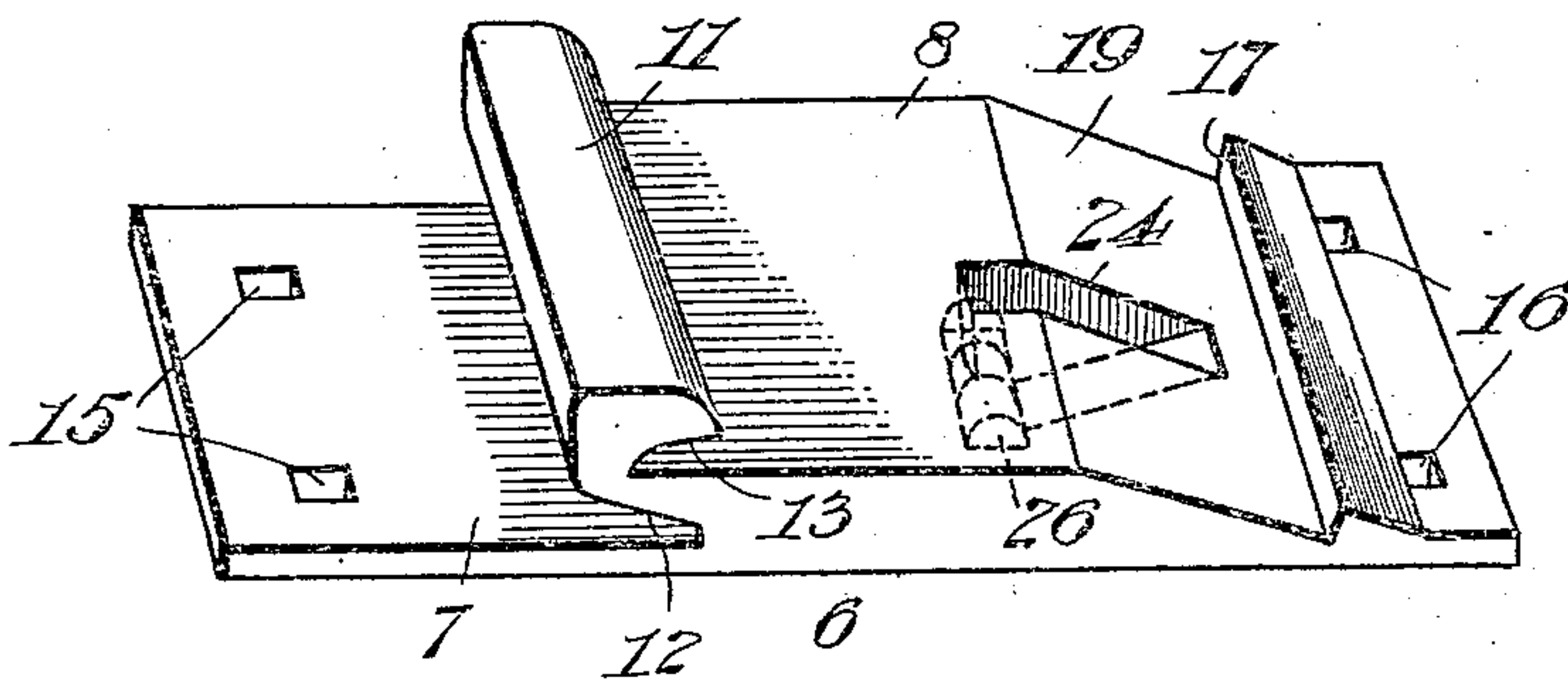


Fig. 3.

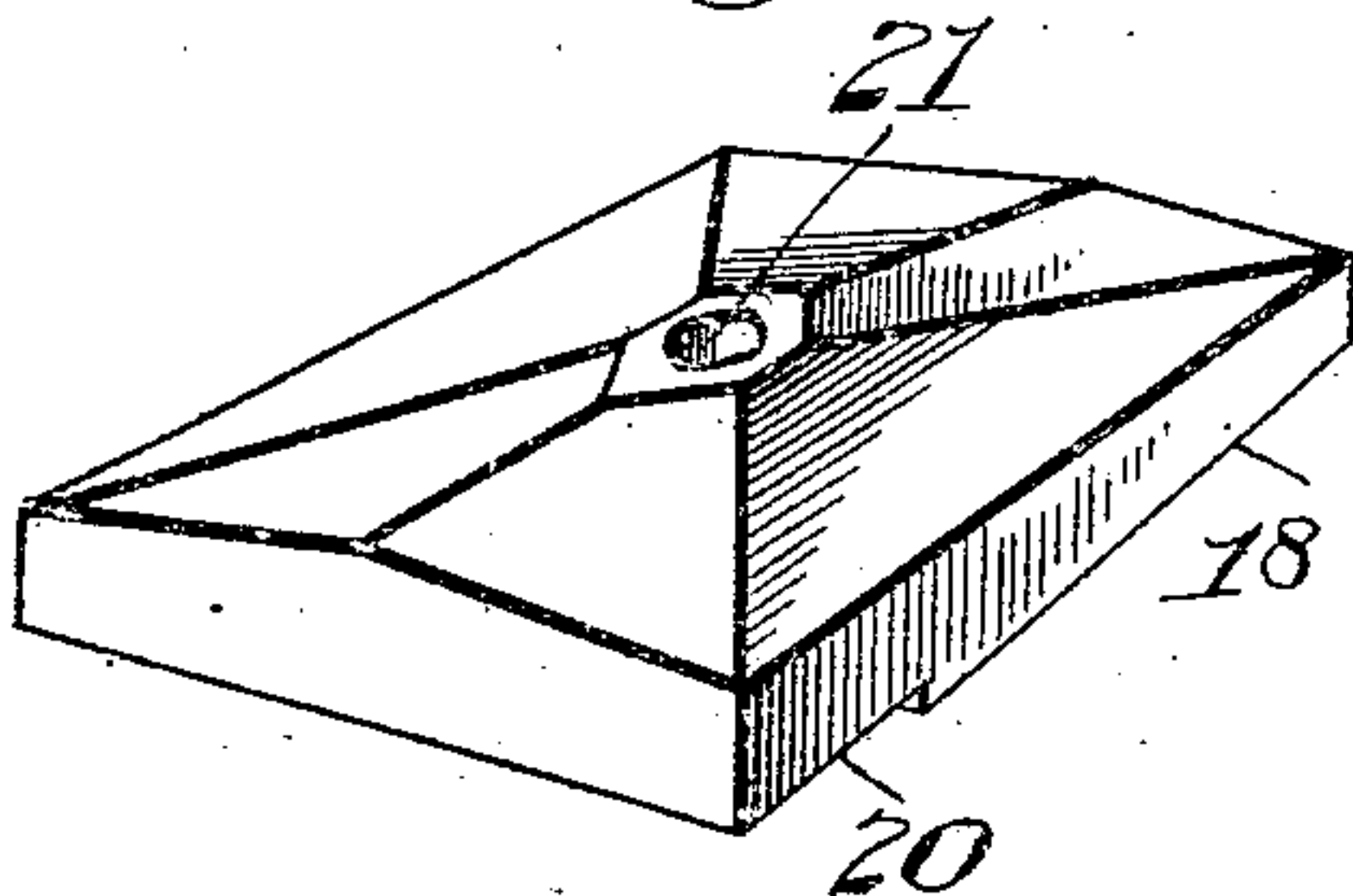
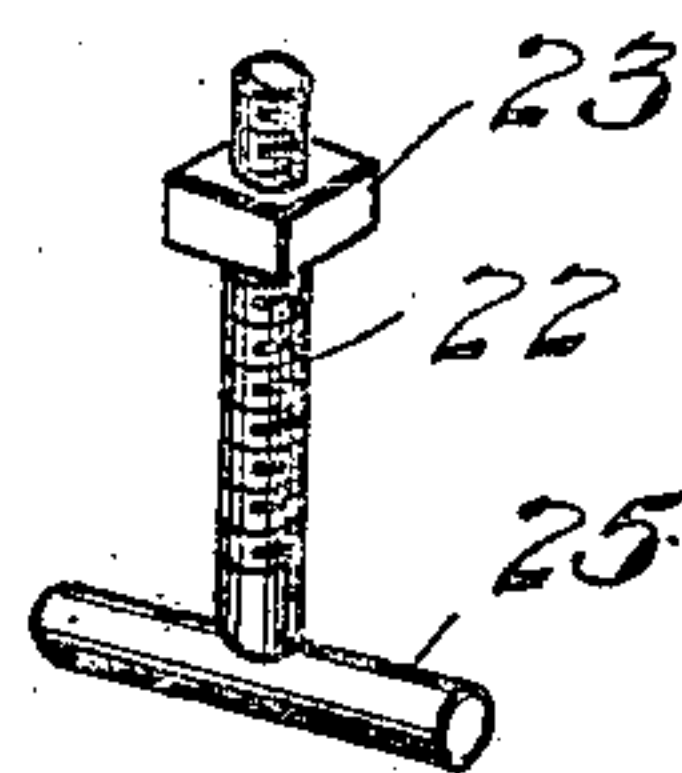


Fig. 4.



Witnesses
D. M. Ketchum
Emory L. Groff

Inventor
Lawrence R. Bishop,

By *David P. Page*
Attorney.

UNITED STATES PATENT OFFICE.

LAWRENCE R. BISHOP, OF ROWLEY, MASSACHUSETTS.

GUARD-RAIL MOUNTING.

954,919.

Specification of Letters Patent.

Patented Apr. 12, 1910.

Application filed January 25, 1909. Serial No. 474,093.

To all whom it may concern:

Be it known that I, LAWRENCE R. BISHOP, a citizen of the United States, residing at Rowley, in the county of Essex and State of Massachusetts, have invented certain new and useful Improvements in Guard-Rail Mountings, of which the following is a specification.

This invention relates to means for supporting guard and track rails in properly associated relation, and the object is to provide a novel, simple article of manufacture which can be easily produced and placed in position, and will very effectively maintain a guard rail in coöperative position with respect to a track rail.

An embodiment of the invention that is considered the preferred form of construction is illustrated in the accompanying drawings, wherein:—

Figure 1 is a cross sectional view through a portion of a track showing a guard rail held in position by the novel device. Fig. 2 is a perspective view of said device with the rail clamping plate and retaining bolt removed. Figs. 3 and 4 are respectively detail perspective views of such plate and bolt.

Similar reference numerals designate corresponding parts in all the figures of the drawings.

In the embodiment illustrated, a tie 5 is disclosed, on which is located the mounting. This mounting includes a base 6, having substantially horizontal platforms 7 and 8, forming respectively rests for the track rail 9 and the guard rail 10. It will be noted that the platform 8 for the guard rail is disposed at a higher elevation than the platform 7, on which the track rail 9 is placed. The base is furthermore provided between the platforms with an upstanding web 11 having on its opposite sides rail flange-receiving seats or recesses 12 and 13, the bottoms thereof forming portions of the platforms. The track rail 9 has its inner flange located in the seat 12, in which it is retained by suitable spikes 14 that pass through openings 15 formed in the platform 7, said spikes thus constituting holding means for the rail and for the mounting. At the opposite end of the base, spikes 15 pass through openings 16 into the tie. Just inside the openings 16, the said base has an upstanding shoulder 17, against which is abutted a guard rail clamping plate 18 that rests upon an inclined portion 19 of the base between

the shoulder 17 and the platform 8. This clamping plate has its inner end abutted against the web of the guard rail 10 and has its under side cut away as shown at 20 to receive the outer flange of said guard rail. The upper face of the plate 18 is preferably beveled off, and said plate has a central opening 21, through which is passed a retaining bolt 22 having a nut 23 mounted upon its upper end. This bolt passes through a slot 24 formed in the base, and has on its inner or lower end a cross head 25 that is journaled in a socket 26 formed in the under side of the base.

It will be obvious by reference to Fig. 1 that the structure is exceedingly simple, and yet it will effectively maintain the guard rail in a higher plane than the track rail, and in properly associated relation to said track rail. At the same time, it will also be evident that either rail may be removed and replaced without in any manner affecting the other rail, and without the necessity of disturbing its fastening means.

From the foregoing, it is thought that the construction, operation and many advantages of the herein described invention will be apparent to those skilled in the art, without further description, and it will be understood that various changes in the size, shape, proportion, and minor details of construction, may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is:—

1. A guard rail mounting comprising a base having an upstanding portion with recessed rail receiving seats at its opposite sides, said seats being disposed at different elevations and having their inner portions overlapped.

2. A guard rail mounting comprising a base having a rail receiving seat, and an upstanding shoulder spaced therefrom, a rail clamping plate that rests at one end against the shoulder and is arranged to bear at the other end against the rail located in the seat, and a bolt pivotally mounted in the base and engaging the plate.

3. A guard rail mounting comprising a base having substantially horizontal platforms forming rail rests, said platforms being disposed at different elevations, a web upstanding from the base and located be-

tween the platforms, said web having flange-
receiving seats in its opposite sides, and said
base furthermore having an upstanding
shoulder and a socket, a rail clamping plate
5 that bears at one end against the shoulder
and is arranged to bear at the other end
against a rail located on the upper platform,
and a bolt having a cross head journaled

in the socket, said bolt detachably engaging
the plate. 10

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

LAWRENCE R. BISHOP.

Witnesses:

FLORENCE E. WOODWELL,
CHARLES G. PRAY.