

S. JOBE.
RAILROAD.
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997,196.

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Fig. 1.

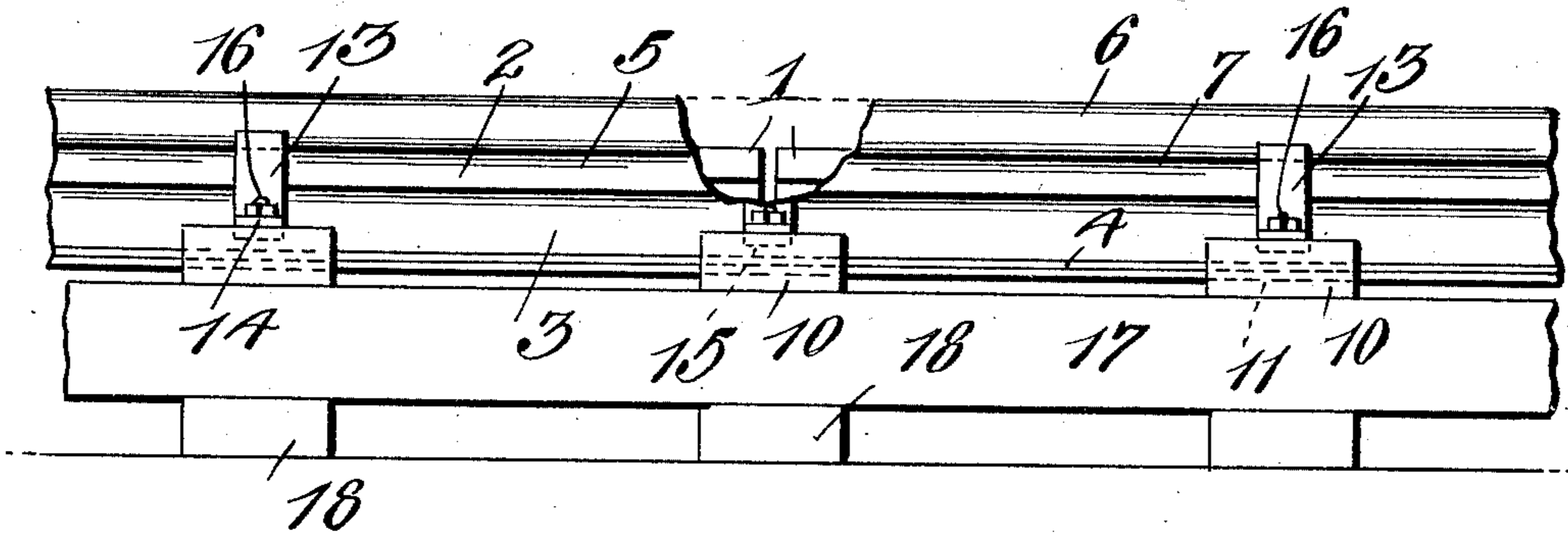
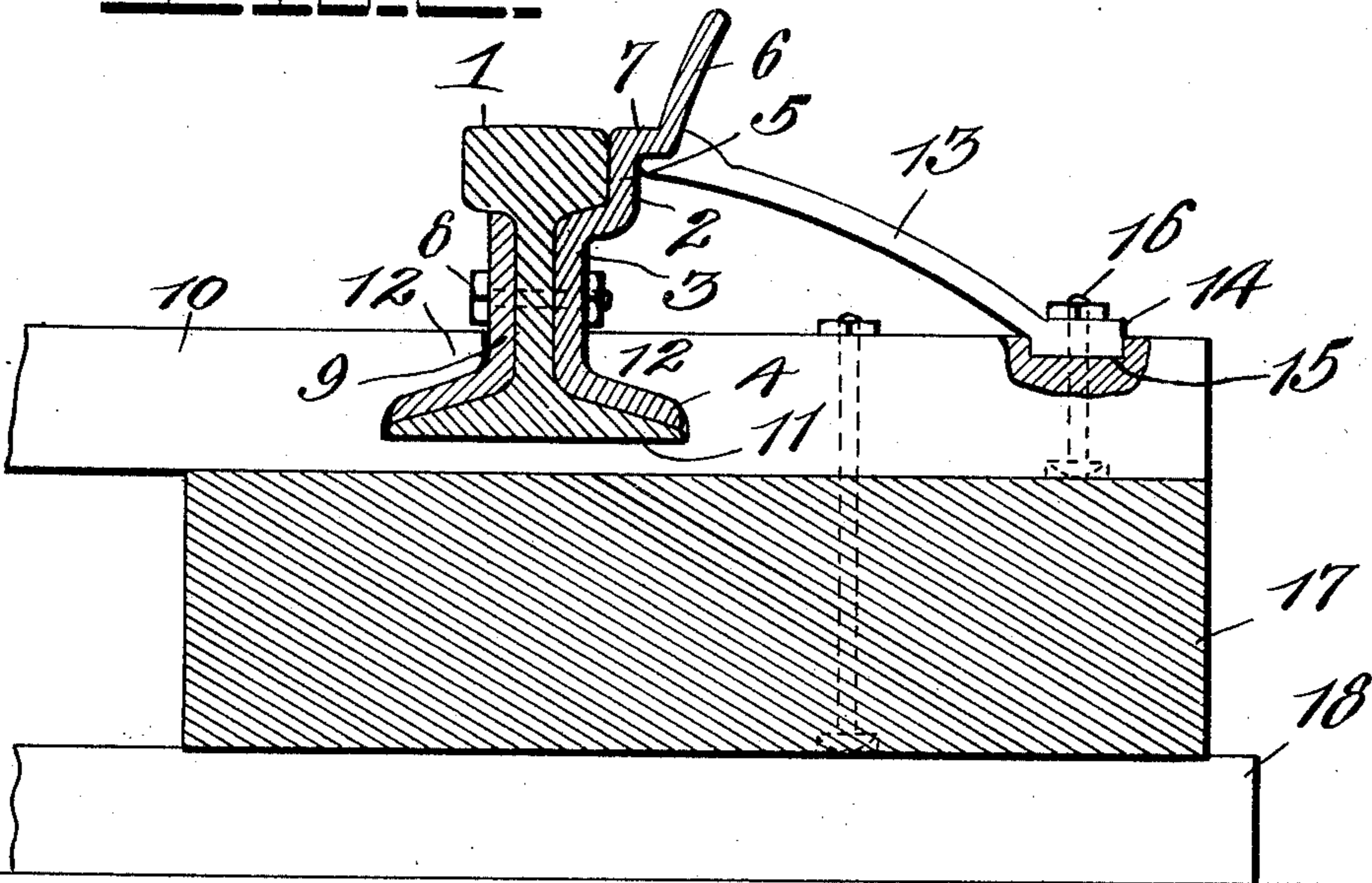


Fig. 2.



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UNITED STATES PATENT OFFICE

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RAILROAD.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, SEABROME JOBE, a citizen of the United States, residing at Hawkins, in the county of Wood and State of Texas, have invented certain new and useful Improvements in Railroads, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to improvements in railroads, especially with reference to improvements in the construction of the rails and the combination therewith of guard rails to prevent the wheels of the train from leaving the track; the construction of the tie plates or bars upon which the rails are mounted; the provision of braces for the guard rails and the provision of longitudinally disposed stringers on which the tie bars or plates are mounted, the invention consisting in the construction, combination and arrangement of devices hereinafter described and claimed.

In the accompanying drawings—Figure 1 is an elevation of a section of a railroad constructed in accordance with my invention, with a portion of one of the guard rails removed. Fig. 2 is a vertical transverse section of the same.

In accordance with my invention I provide guard rails 2 for use in connection with the track rails 1. The guard rails are disposed on the outer side of the track rails and are each provided with a portion 3 which bears against the outer side of the shank of the rail, an outturned base flange 4 which bears on the upper side of the outer base flange of the rail, a head portion 5 which bears against the outer side of the head of the rail and an outturned, upwardly extending curved guard flange 6, which in practice extends several inches beyond the outer side of and also several inches above the track rail. At the base of the guard flange, at the inner side of the same, is a tread 7, the face of which is level with the upper surface of the head of the rail, the said tread affording room for lateral play of the train wheels on the track. The guard rail is secured to the top rail by means of bolts 8 which also secure the usual fish plates 9 to the inner side of the track rail.

In connection with the track rails and

their guard rails, I also provide tie bars or plates 10 which are preferably made of iron or steel and are provided at suitable distances from their outer ends with transverse recesses 11 which receive the base flanges of the guard rails and the fish plates, the tie bars being provided with inwardly extending shoulders 12 which bear on the upper side of the base flanges of the guard rails and fish plates. Hence the track rails, together with the guard rails and fish plates, are securely seated in recesses 11 of the tie bars and are prevented from spreading or turning over and hence there is no likelihood of a wreck being occasioned by the spreading or overturning of the rail. Furthermore, my improved guard rails effectually prevent the wheels of the train from running off the track since should any of the wheels tend to run off the track, they will strike the flanges 6 and be prevented from so doing. In order to further strengthen the construction of my improved railroad, I provide brace bars 13, each of which has its outer end or foot 13 seated in a recess 15 in the upper side of one of the tie bars and secured to the said tie bar as by means of a bolt 16. The inner end of each of these brace bars bears against the outer side of one of the guard rails, as shown in Fig. 2.

The tie bars 10 are preferably bolted on stringers or longitudinal sills 17 which may be made of timber of any suitable kind and, if preferred, the stringers may be placed on ties or blocks 18.

While I have herein shown and described what I now regard as a preferred form of my invention, I would have it understood that minor changes may be made in the form, proportion and construction of the several parts within the scope of my invention, as defined in the appended claim.

Having thus described my invention, I claim:—

The combination of a tie element having a transverse recess open on the upper side thereof and inwardly extending shoulders overhanging the bottom of said recess, a track rail having its base seated in the said recess, a guard rail and fish plate on opposite sides of the track rail and each having

an outwardly extending base flange, the said
base flanges bearing on those of the rail and
being engaged and overhung by the said
shoulders, the said guard rail being further
5 provided with a tread, level with the top of
the rail and also with a guard flange ex-
tending above and outwardly from the tread
and a brace bar secured on the tie element

and bearing against the lower portion of the
guard rail and under the tread. 10

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

SEABROME JOBE.

Witnesses:

P. A. THORN,
JOE PONDER.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."
