

(No Model.)

A. H. NEWPHER.

DEVICE FOR PREVENTING SPREADING OF RAILWAY TRACKS.

No. 491,441.

Patented Feb. 7, 1893.

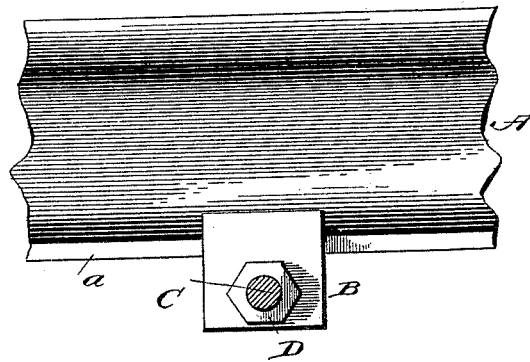
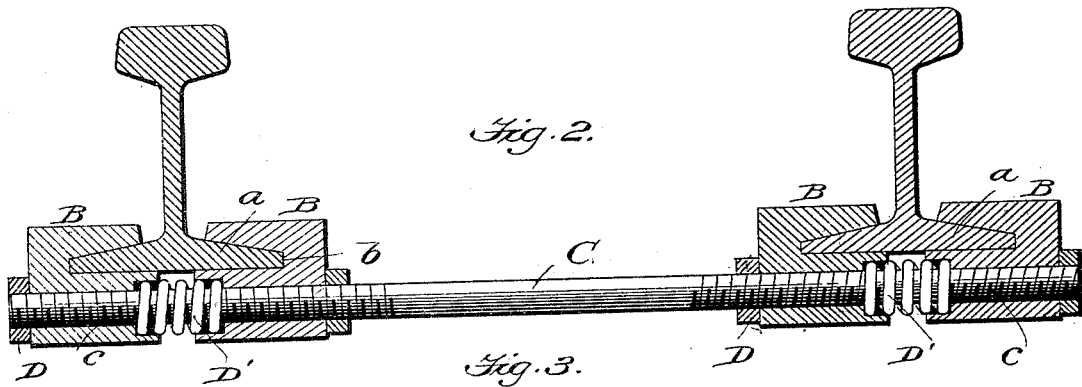
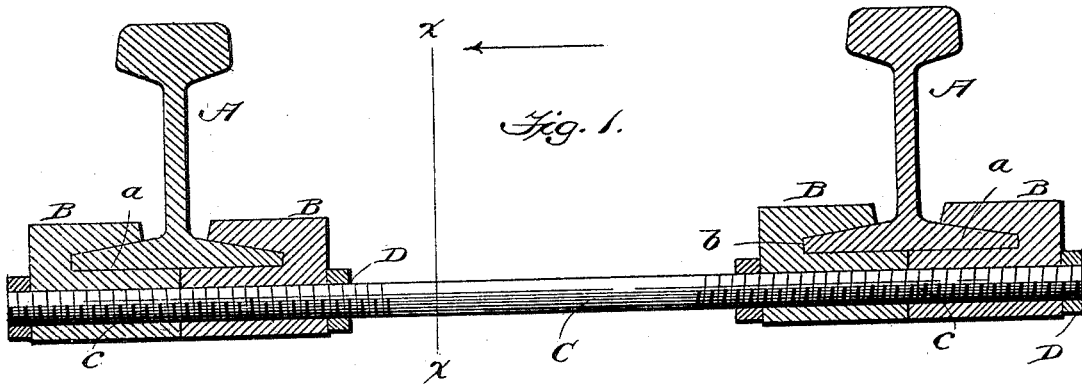
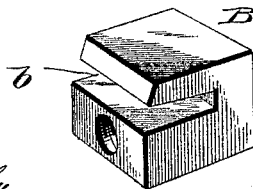


Fig. 4.



Witnesses:

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UNITED STATES PATENT OFFICE.

ALFRED H. NEWPHER, OF PULLMAN, ILLINOIS.

DEVICE FOR PREVENTING SPREADING OF RAILWAY-TRACKS.

SPECIFICATION forming part of Letters Patent No. 491,441, dated February 7, 1893.

Application filed August 4, 1892. Serial No. 442,148. (No model.)

To all whom it may concern:

Be it known that I, ALFRED H. NEWPHER, a citizen of the United States, residing at Pullman, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Devices for Preventing Spreading of Railway-Tracks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in devices for preventing the spreading of the rails of a railway track; and it consists in the peculiar construction and arrangement of parts as will be hereinafter fully pointed out and claimed.

In the accompanying drawings—Figure 1 is a transverse vertical sectional view through a railway track provided with my improvements; Fig. 2 is a similar view of a slightly modified construction; Fig. 3 is a view on the line $x-x$ of Fig. 1; and Fig. 4 is a detail view of one of the clamping nuts or plates.

Like letters of reference denote corresponding parts in the several figures of the drawings, referring to which—

A designates the rails of a railway track, which rails are shown as of the ordinary T form in cross section.

On the laterally projecting flange or foot of the rail, on both sides thereof, are fitted clamping plates or nuts B which consist of a solid piece provided in one face with a socket or recess b conforming in cross section to the shape of and adapted to receive the foot a of the rail A. In the plates or nuts B, below the rail receiving sockets b therein, is formed an internally threaded passage through which a connecting or tie rod C is adapted to extend; the threads c , formed on the ends of said rod, engaging with the internal threads in the passage in the plates B. The tie or connecting rod C extends across the track and unites the clamping nuts B fitted on one rail A with the diametrically opposite plates on the other rail of the track.

The plates B are held securely on the tie rod C and firmly against the foot of the rails A by means of locking nuts D screwed on the threaded portions of the rod C and bearing closely against the outer faces of the clamping plates or nuts.

In the modified construction shown in Fig. 2 I place around the transverse tie rod C, between the inner adjacent faces of the clamping plates on each rail, a strong coiled cushion spring D the ends of which are fitted in sockets or recesses formed in the inner adjacent faces of the clamping nuts or plates B.

From the foregoing description, taken in connection with the drawings, it will be seen that I have provided a simple strong and durable device for connecting the rails of a track and operating to effectually prevent any lateral movement or play of either of the rails.

I am aware that changes in the form and proportion of parts and details of construction of the devices herein shown and described as an embodiment of my invention can be made without departing from the spirit or sacrificing the advantages thereof, and I therefore reserve the right to make such changes as fairly fall within the scope of the same.

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

The combination with the rails of a railway track, of clamping plates arranged on opposite sides of and adapted to receive the foot of a rail, a connecting rod joining the clamps on the rail, a coiled spring fitted around the rod, between the clamping plates on each rail and having its ends fitted in sockets in the adjacent faces of said plates, and locking nuts fitted in the connecting rod to hold the clamping plates in position thereon, substantially as described.

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

ALFRED H. NEWPHER.

Witnesses:

CLARENCE MONAHAN,
CLARENCE E. GARNETT.