

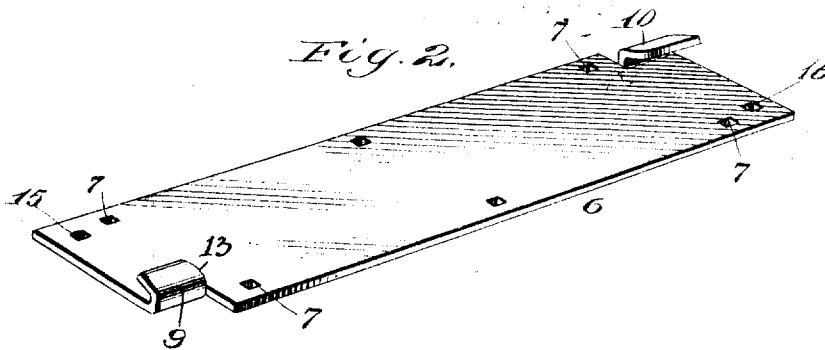
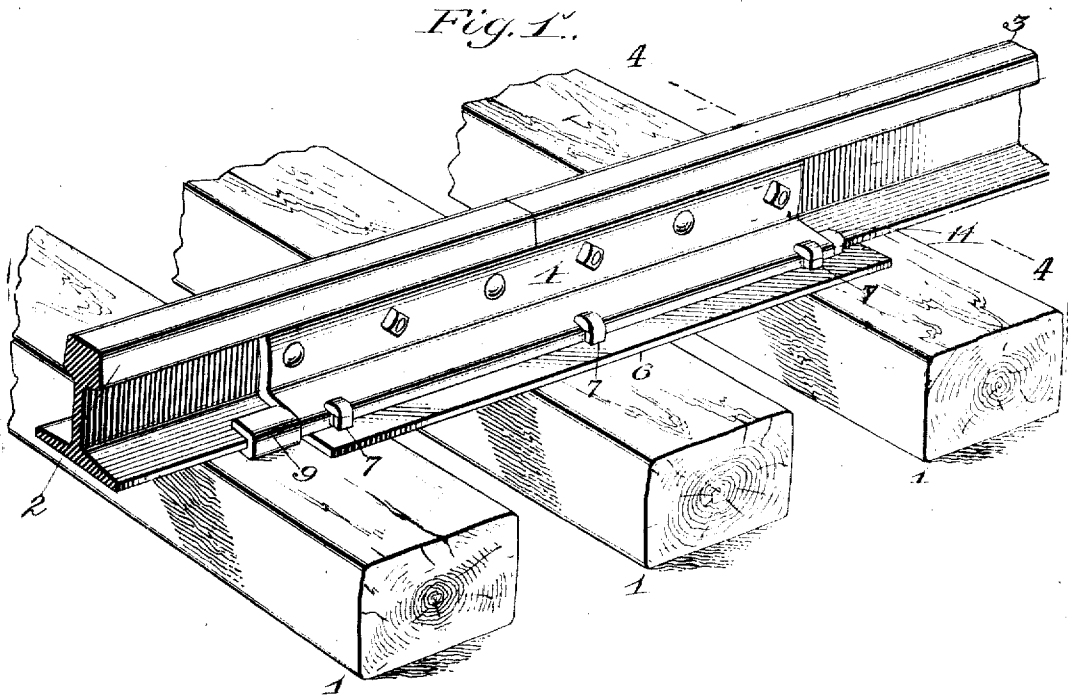
No. 829,528.

PATENTED AUG. 28, 1906.

Z. T. HOSKINS.
RAILROAD TRACK APPLIANCE.

APPLICATION FILED AUG. 31, 1905.

2 SHEETS—SHEET 1.



Witnesses

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2 SHEETS—SHEET 2.

Fig. 3.

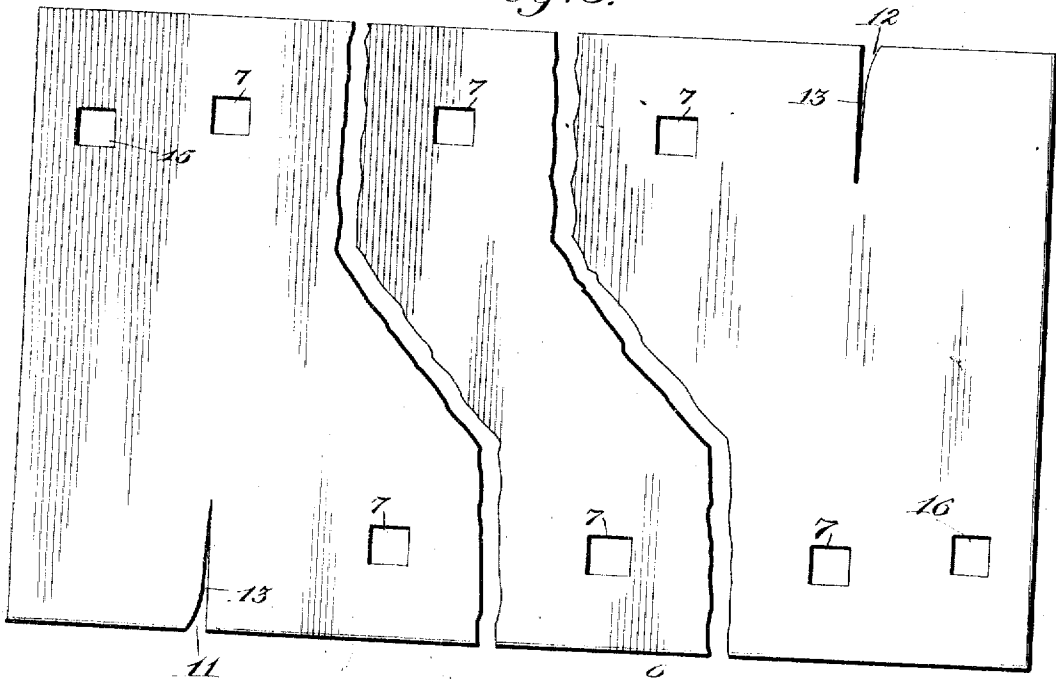
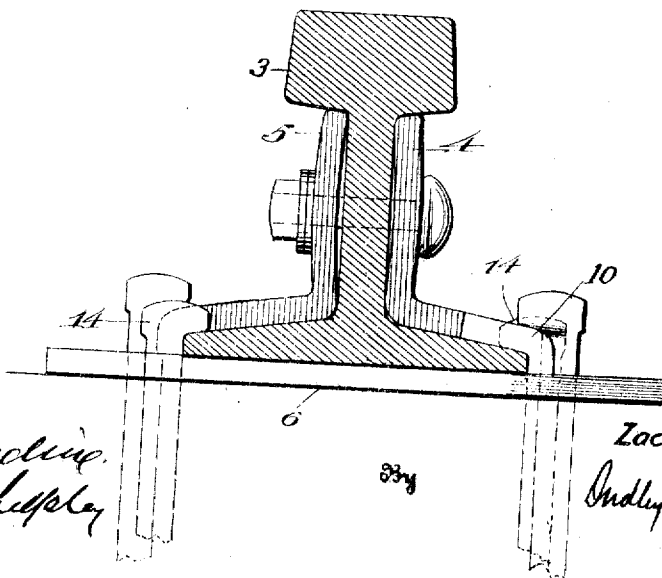


Fig. 4.



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UNITED STATES PATENT OFFICE.

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RAILROAD-TRACK APPLIANCE.

No. 829,528.

Specification of Letters Patent.

Patented Aug. 28, 1906.

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To all whom it may concern:

Be it known that I, ZACHARY T. HOSKINS, a citizen of the United States, residing at Brookhaven, in the county of Lincoln and State of Mississippi, have invented certain new and useful Improvements in Railroad-Track Appliances; 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.

This invention, which relates to railroad-track appliances, contemplates the provision of an improved device adapted for employment in connection with existing rail-joints for maintaining the meeting ends of rails in alinement, for obviating spreading and creeping of the rails, and for preventing the entrance of moisture to the spike-holes in the ties.

The improved device, which is in the nature of a plate adapted to be interposed between the rails and ties at a rail-joint, possesses the further functions of preventing depression of the rail ends relative to each other and of overcoming the tendency to "blurring" or wear of said ends, of preventing battering and pounding, of eliminating the danger of breaking or bending of the connecting fish-plates, and of minimizing friction under the heads of the rails.

The invention in detail is fully and clearly set forth in the following description and shown in the accompanying drawings.

The drawings illustrate the improved device in the preferred form; but such showing is not to be regarded as a limitation, as various changes may be made therein without exceeding the scope of the concluding claims.

In the drawings, Figure 1 is a perspective view of a rail-joint equipped with a device or attachment embodying the invention. Fig. 2 is a perspective view of the improved device. Fig. 3 is a top plan view of the blank before being fashioned into shape. Fig. 4 is a vertical sectional view on line 4-4 of Fig. 1.

Referring to the drawings by numerals, 1 1 designate ties supporting the end portions of railway-rails 2 3, which are joined together by bolted angle fish-plates 4 5 in the usual manner.

An object of the invention is to provide a device capable of performing the several

functions hereinbefore described, which may be applied without modification of the joint and with the minimum of expenditure of time and labor, and, further, without interruption of traffic.

To these ends the device or attachment consists of a plate 6, formed from the blank, (illustrated in Fig. 3,) the dimensions of which will depend upon the requirements. The blank is provided with spike-holes 7 7, properly located to register with the spike notches or recesses in existing angle fish-plates, whereby the spikes when driven will extend through the plate and into the ties and will engage at their heads with the fish-plate flanges. Thus the spikes serve to fasten in a secure manner the rail ends, fish-plates, and the improved plate, the several parts coöperating to strengthen the structure and prevent the ends of the rails getting out of alinement, with the consequent attending difficulties and dangers which need not be here enumerated. The spike-holes 7 are of the proper dimensions to tightly receive the inserted spikes, whereby entrance of water to the spike-holes in the tie is effectually precluded and the life of the ties at these points is materially prolonged. The plates 6 are of the proper length to extend at each end beyond a fish-plate, and thus the tie is protected and the joint is supported for a considerable distance by its respective plate, and the fish-plates are greatly relieved of breaking and even bending strains, and tamping of the ties is rendered unnecessary except at very infrequent intervals of time. Each plate 6 is provided at diagonally opposite corners with shoulders 9 10, which in the preferred construction are fashioned by cutting the blank at the lines 11 12 and by bending the metal to the form best shown in Fig. 3. In practice the rail ends are raised or the ties at said ends depressed to admit of the insertion of a plate, which is turned to the position shown in Fig. 1, in which position the lip-shaped shoulders receive the bases of the rails and abut at their inner edges against the ends of the respective fish-plates.

To permit of the positioning of the plate with reference to the ends of the oppositely-disposed fish-plates, the inner edges 13 of the shoulders are curved or beveled, as shown, and the connected pair of fish-plates are thus

confined between the diagonally-positioned shoulders. The shoulders, therefore, prevent what is known as "creeping of the rails," while still permitting end movement due to expansion and contraction. The shoulders in their anticreeping function are assisted by spikes 14, which are driven in holes 15 16, provided in the corners of the plate, respectively, opposite to the shoulders 9 10. The holes 15 16 are located to cause the head portions of the driven spikes 14 to confine the bases of the rails and the ends of the flanges of the fish-plates, a single spike 14 thus serving to hold the rail to the tie and forming a shoulder against which the fish-plate flange abuts. Each fish-plate of a pair is thus confined endwise between two rigid shoulders—namely, that carried by the plate and the complementary driven spike—and all tendency to creeping is effectually overcome.

To the many advantages possessed by the improved device may be added simplicity of construction, durability, and cheapness of production.

I claim as my invention—

1. A railroad-track appliance, consisting of a plate presenting a smooth under surface and adapted to be interposed between the rail and ties at the rail-joint, and provided at two diagonally opposite corners only with shoulders for engaging the diagonally opposite ends of the pair of angle fish-plates of said joint.

2. A railroad-track appliance, consisting of a plate presenting a smooth under surface and adapted to be interposed between the rails and ties at the rail-joint, and provided at two diagonally opposite corners only with shoulders for engaging the diagonally opposite ends of the pair of angle fish-plates of said joint, said shoulders having curved or beveled inner surfaces.

3. A railroad-track appliance, consisting of a plate presenting a smooth under surface

and adapted to be interposed between the rails and ties at the rail-joint, and provided at two diagonally opposite corners only with shoulders for engaging the diagonally opposite ends of the pair of angle fish-plates of said joint, and with holes at the corners opposite to the shouldered corners for receiving spikes to confine the bases of the rails and the other ends of said fish-plates.

4. A railway-rail joint consisting of the rails, a pair of angle fish-plates bolted to the meeting ends of said rails, said plates having spike-notches, a plate presenting a smooth under surface and interposed between the rail-bases and the supporting-ties, having spike-holes registering with said notches and provided at two diagonally opposite corners only with shoulders for engaging the diagonally opposite ends of said fish-plates, and with spike-holes at the opposite corners, and spikes in said holes.

5. A railroad-track appliance, consisting of a plate presenting a smooth under surface and adapted to be interposed between the rails and ties at the rail-joint, and provided at two diagonally opposite corners only with angle-fish-plate-engaging shoulders and at the other corners with spike-holes, and having other spike-holes located laterally beyond said corner-holes.

6. A railway-rail joint consisting of the rails, a pair of angle fish-plates bolted to the meeting ends of said rails, a plate presenting a smooth under surface and interposed between the rail-bases and the supporting-ties, and shoulders at corners of the plate confining the rails vertically and the fish-plates longitudinally.

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

ZACHARY T. HOSKINS.

Witnesses:

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W. T. NORTON.