

W. H. OSTRANDER.
RAILROAD TRACK.
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978,054.

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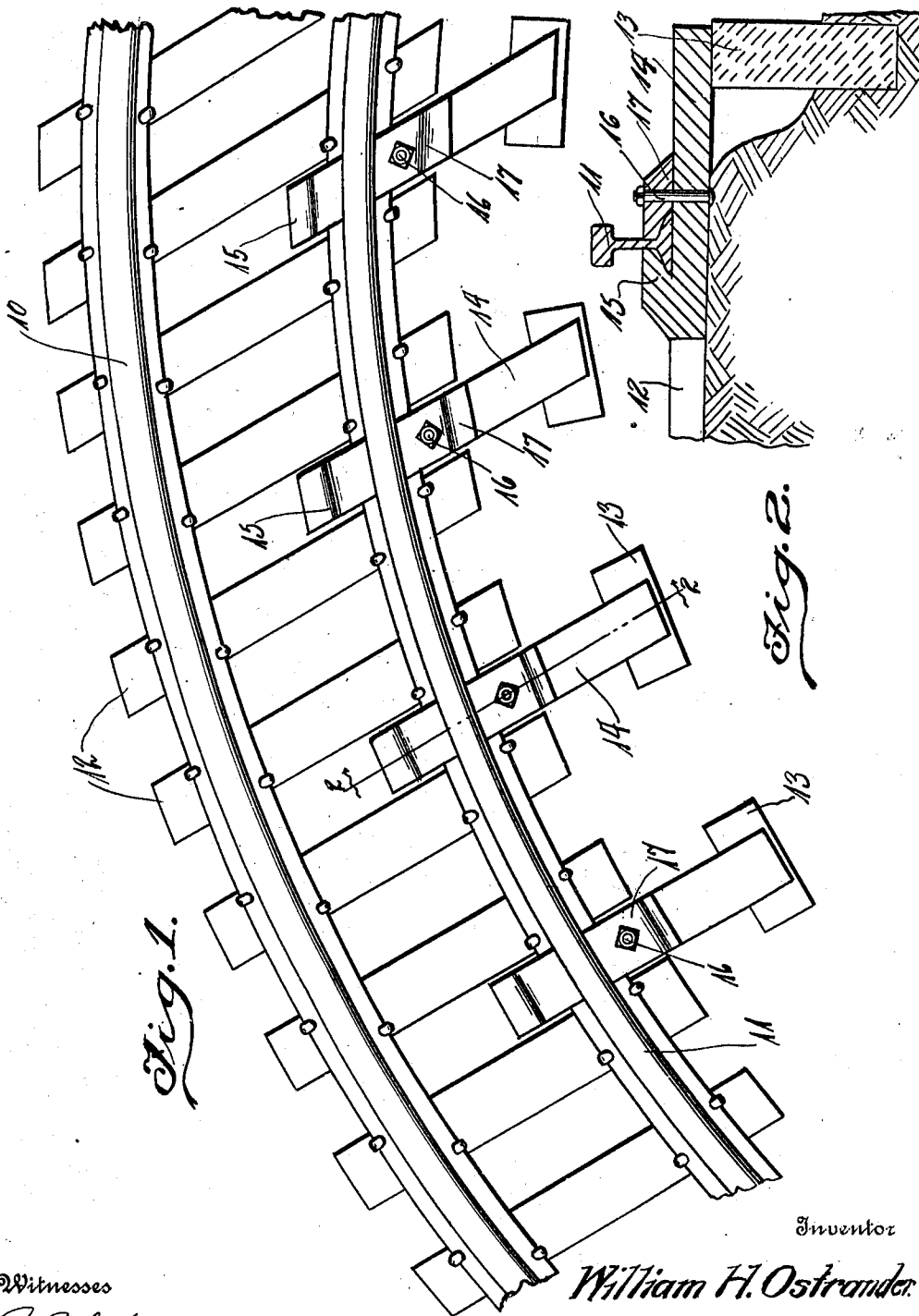


Fig. 1.

Fig. 2.

Witnesses

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RAILROAD-TRACK.

978,054.

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To all whom it may concern:

Be it known that I, WILLIAM H. OSTRANDER, a citizen of the United States, residing at Poughkeepsie, in the county of Dutchess, State of New York, have invented certain new and useful Improvements in Railroad-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.

This invention relates to railroad tracks.

The object of the invention resides in the construction of a railroad track which will efficiently prevent the spreading of the rails thereof and the consequent accidents resulting from such derangement of the rails.

A further object of the invention resides in the provision of a railroad track which will insure the safe passage of the rolling stock thereover, and which will be simple in construction, durable in use and comparatively inexpensive to install.

With the above and other objects in view the invention consists in the details of construction and in the arrangement and combination of parts to be hereinafter more fully described and particularly pointed out in the appended claim.

In describing the invention in detail reference will be had to the accompanying drawings wherein like characters of reference denote corresponding parts in the several views; and in which—

Figure 1 is a plan view of a section of a railroad track constructed in accordance with the invention; and Fig. 2, a section on the line 2—2 of Fig. 1.

Referring to the drawings the improved track is shown as comprising a pair of rails 10 and 11 which are supported upon a plurality of spaced ties 12 to which they are secured in the usual manner. These ties 12 are disposed diagonally of the rails 10 and 11 in order that the opposite wheels of the rolling stock passing over the track will not be disposed upon a given tie at the same instant. By this construction the spreading of the rails 10 and 11 is prevented owing to the fact that the bowing of the ties 12 at their center by the simultaneous passage of opposite wheels of the rolling stock over any given tie is obviated. This bowing of

the ties which is common in cases where the rails and ties are disposed at right angles to each other causes the outer side of rail base to be driven into the tie and said rails thus moved from their true perpendicular position. In applicant's structure the penetration of the tie by the outer edge of the rail base is prevented as a result of the application of opposed wheels of the rolling stock to a given tie at different intervals. In the structure herein illustrated the possibility of the outer edge of the rail bases penetrating the tie is further obviated by providing adjacent the outer side of one of the rails a plurality of vertical supports 13 formed preferably of cement. Having one end seated upon the supports 13 is a plurality of metallic bars 14. These bars extend between the ties 12 and beneath and slightly beyond the adjacent rail. The end of each bar which is disposed between the rails 10 and 11 is provided with an integral lug 15 the contour of the inner face of which follows the contour of the inner side face of the adjacent rail. Mounted upon the bar 14 by means of bolts 16 is a block 17 which engages the outer side face of the adjacent rail and follows the contour thereof. The bar 14 and its connections with the rail serves to resist any tendency of the rail to move out of its true perpendicular and in this respect enhances the safety of the trackage.

What is claimed is:

In a railroad track, the combination of a pair of rails, a plurality of spaced ties supporting said rails, a vertical support located adjacent the outer side of one of the rails, a metallic bar having one end resting on said support, and its other end disposed between a pair of ties and provided with an integral lug, the inner face of which follows the contour of and engages the inner face of the adjacent rail, and a metallic block secured to said bar, the inner face of which follows the contour of and engages the outer face of said adjacent rail.

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

WILLIAM H. OSTRANDER.

Witnesses:

BENJ. M. FOWLER,
FRANK HASBROUCK.