

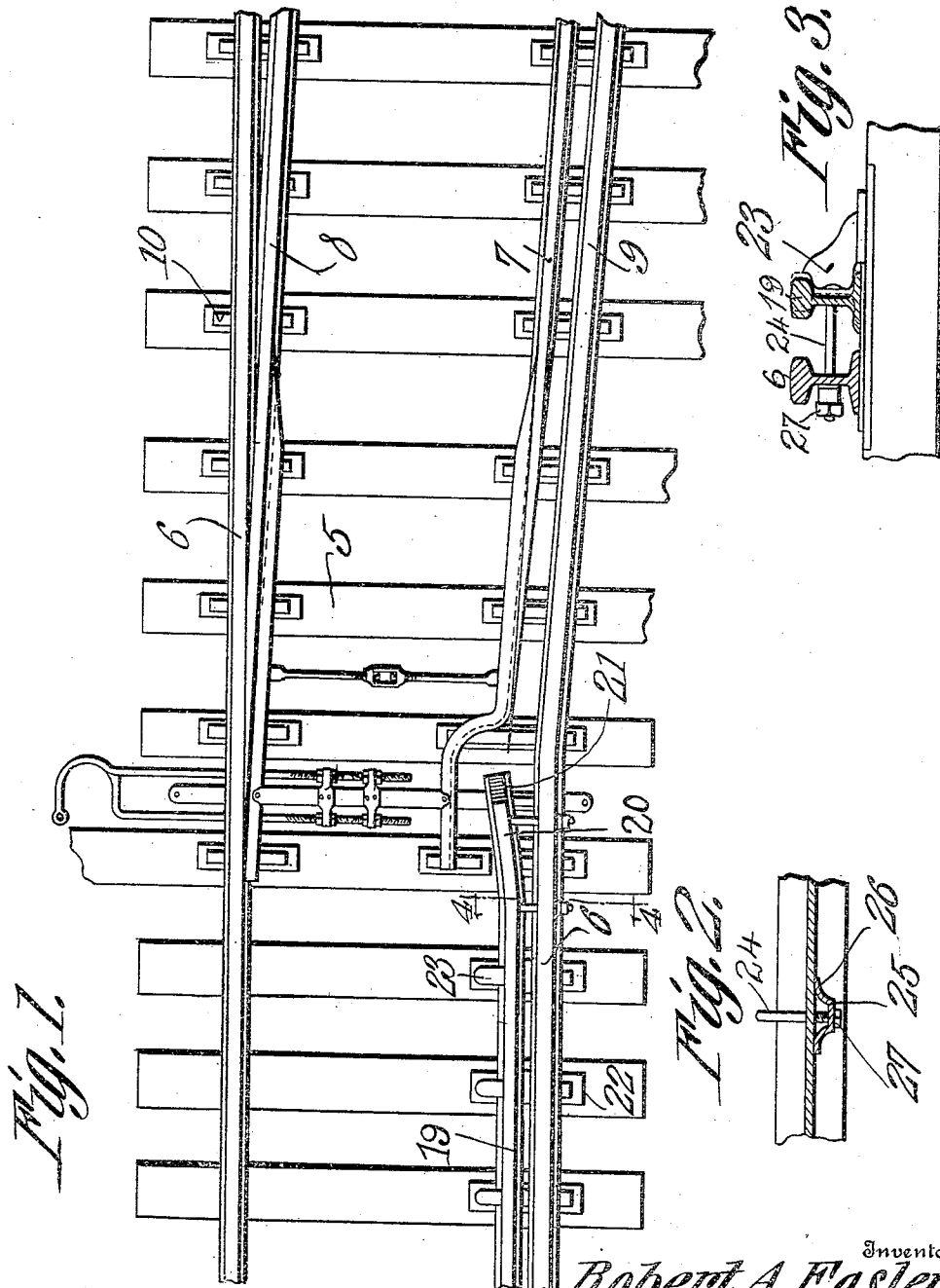
R. A. EASLEY.

GUARD RAIL.

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946,425.

Patented Jan. 11, 1910.



Witnesses

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UNITED STATES PATENT OFFICE.

ROBERT A. EASLEY, OF DICKSON, TENNESSEE, ASSIGNOR OF ONE-THIRD TO CHARLES M. TURNER, OF DICKSON, TENNESSEE, AND ONE-THIRD TO WILLIAM B. MURPHREE, OF HOHENWALD, TENNESSEE.

GUARD-RAIL.

946,425.

Specification of Letters Patent.

Patented Jan. 11, 1910.

Application filed June 28, 1909. Serial No. 504,839.

To all whom it may concern:

Be it known that I, ROBERT A. EASLEY, a citizen of the United States, residing at Dickson, in the county of Dickson and State of Tennessee, have invented a new and useful Guard-Rail, of which the following is a specification.

It is the object of the present invention to improve generally the construction and arrangement of parts of the guard rail shown in my Patent No. 907,977, December 29, 1908, and to embody in such construction certain structural improvements which will presently be described.

In my prior patent mentioned above, the guard rail employed in conjunction with the switch points, is fixedly mounted upon the ties but in the improved construction the guard rail may have a slight lateral yielding movement whereby the cars of a train will not be jerked from side to side in passing over the rails beside which the guard rail is arranged.

In the accompanying drawings, Figure 1 is a plan view of a section of a railway track showing the embodiment of the present invention. Fig. 2 is a horizontal sectional view through the web of one of the main line rails. Fig. 3 is a vertical transverse sectional view on the line 4-4 of Fig. 1.

In the drawings, the ties of the track are indicated by the numeral 5, the main line rails by the numeral 6, the main line switch point by the numeral 7, and the side track switch point by the numeral 8, that main line rail adjacent the main track switch point 7 being extended at an angle to afford a side track rail 9. The rails above mentioned are all supported upon the ties through the medium of slide plates 10.

As heretofore stated, a guard rail is provided in conjunction with one of the main track rails in advance of the switch point associated therewith and this guard rail is indicated by the numeral 19 and has its end which is presented toward the switch point, turned inwardly as at 20 and has each end

beveled as at 21 whereby the said ends will not present abrupt faces to the wheels of cars passing over the rails. In mounting the guard rail upon the ties beside the main track rail, plates 22 are secured upon the upper faces of the ties at the ends thereof and each of these plates is formed with an upstanding boss 23 which is designed to be engaged by the inner side of the guard rail 19 whereby to permit the inward movement of the same, the guard rail being yieldably held against such movement through the medium of bolts 24 which are passed through its web, through the web of the adjacent or corresponding main track rail 6, and through the connecting portions 25 of the spring plates 26, these plates being so bowed as to bear at their end portions against the outer face of the web of the associated main track rail at points on opposite sides of the corresponding bolts 24, there being a nut 27 threaded upon each of the bolts 24 and bearing against the said connecting portion 25 of the corresponding spring plate. As will be readily understood, these spring plates serve to hold the guard rail yieldably in the direction of the corresponding main track rail but, upon contact of a wheel flange with the guard rail, it will be moved inwardly to a slight degree against the tension of the spring plates 26 and until it seats against the rail engaging faces of the bosses 23 upon the plates 22 whereupon further inward movement of the said guard rail will be prevented. It will be readily understood that by providing the spring plates 26 and so arranging the bosses 23 as to be normally out of contact with the guard rail, this rail may yield, as heretofore stated, and by reason of such yield will obviate jerking motion being imparted to the trucks of the cars passing over the rails.

What is claimed is:—

1. In railway track construction, a track rail, a guard rail, plates supporting the guard rail and first mentioned rail, bosses upon the plates for engagement by the guard rail, and connections between the track rail

and the guard rail tending normally to hold the guard rail yieldingly out of engagement with the bosses.

2. In railway track construction, a track
5 rail, a guard rail, plates supporting the
guard rail and first mentioned rail, bosses
upon the plates for engagement by the guard
rail, bolts connecting the track and guard
rails, and springs upon the bolts tending
10 normally to hold the guard rail yieldingly

against movement to position against the said bosses.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

ROBERT A. EASLEY.

Witnesses:

C. M. TURNER,
GEO. DONEGAN.