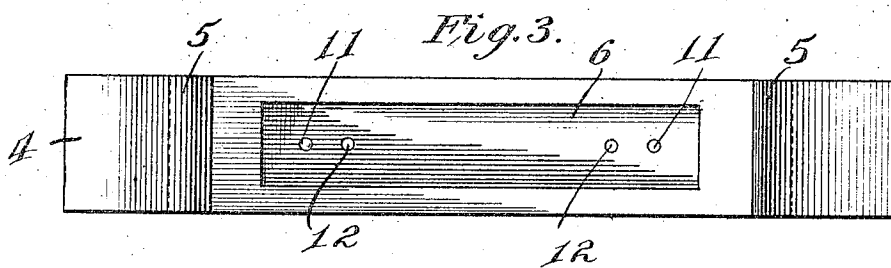
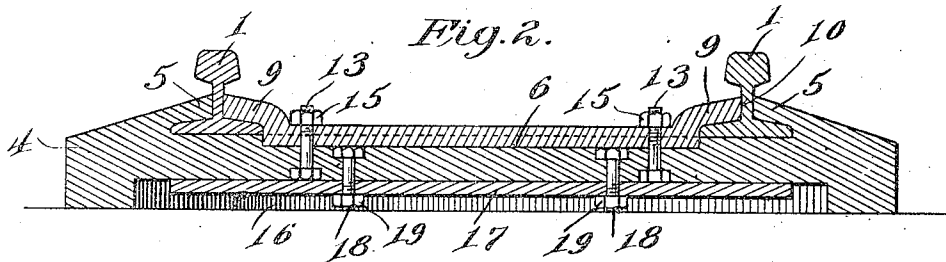
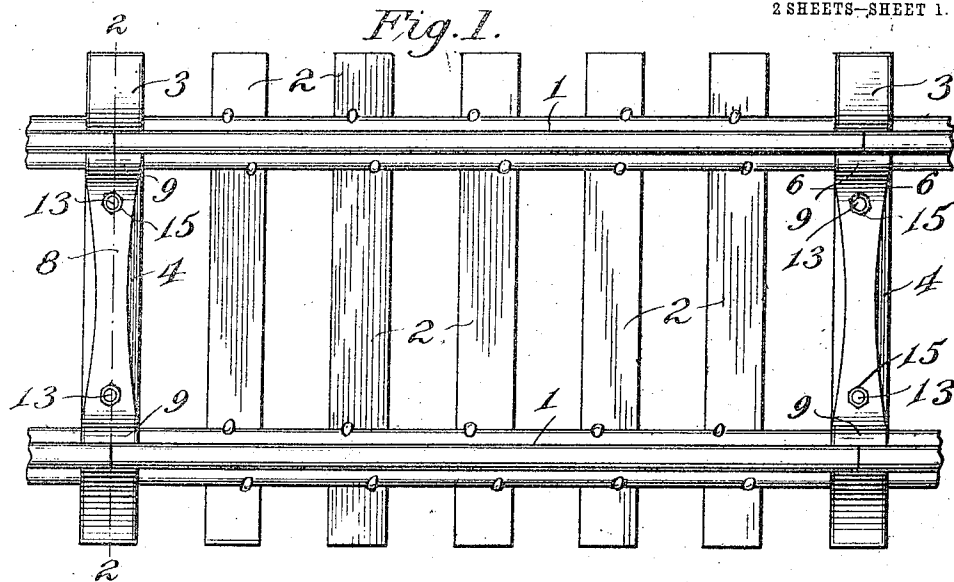


T. B. LINDSLEY.
 ANTISPREADING DEVICE FOR RAILWAY RAILS.
 APPLICATION FILED MAR. 15, 1910.

961,623.

Patented June 14, 1910.

2 SHEETS-SHEET 1.



Inventor

Thomas B Lindsley

Witnesses
 H. H. Lybrand
 Wm. North.

By Victor J. Evans

Attorney

T. B. LINDSLEY.
 ANTISPREADING DEVICE FOR RAILWAY RAILS.
 APPLICATION FILED MAR. 15, 1910.

961,623.

Patented June 14, 1910.

2 SHEETS—SHEET 2.

Fig. 4.

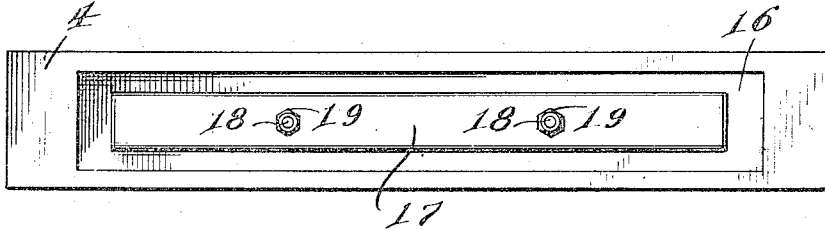


Fig. 5.

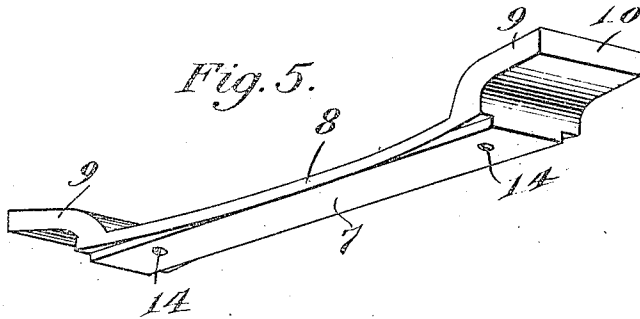
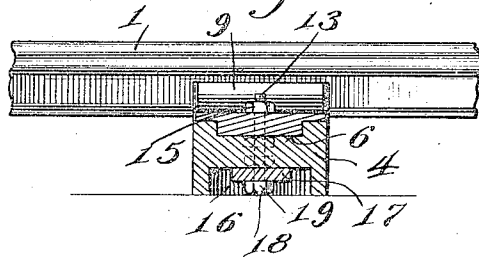


Fig. 6.



Inventor

Thomas B. Lindsley

Witnesses

A. A. Lybrand
 Wm. H. North

By Victor J. Evans
 Attorney

UNITED STATES PATENT OFFICE.

THOMAS B. LINDSLEY, OF HUNTINGTON, WEST VIRGINIA, ASSIGNOR OF ONE-HALF TO
SAMUEL A. SNYDER, OF HUNTINGTON, WEST VIRGINIA.

ANTISPREADING DEVICE FOR RAILWAY-RAILS.

961,623.

Specification of Letters Patent. Patented June 14, 1910.

Application filed March 15, 1910. Serial No. 549,397.

To all whom it may concern:

Be it known that I, THOMAS B. LINDSLEY, a citizen of the United States, residing at Huntington, in the county of Cabell and State of West Virginia, have invented new and useful Improvements in Antispreading Devices for Railroad-Rails, of which the following is a specification.

This invention relates to improvements in anti-spreading devices for railway rails, and the primary object of the invention is to provide a metallic member having a removable rail flange engaging element and having its base so constructed as to be firmly embedded within the road bed so that lateral or longitudinal movement of the anti-spreader is entirely obviated.

With the above, and other objects in view, which will appear as the description progresses, the invention resides in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings there has been illustrated a simple and preferred embodiment of the improvement, and in which drawings,

Figure 1 is a top plan view of a portion of a railway track provided with my improvement. Fig. 2 is a longitudinal sectional view upon an enlarged scale, and taken upon the line 2—2 of Fig. 1. Fig. 3 is a top plan view of the body of the improvement with the rail engaging member removed. Fig. 4 is a bottom plan view of the same. Fig. 5 is a perspective view of the rail engaging member looking toward the bottom thereof. Fig. 6 is a transverse sectional view upon the line 6—6 of Fig. 1.

In the accompanying drawings the numeral 1 designates a pair of ordinary railway rails and 2 the ties or sleepers therefor. The rails 1 have their base flanges connected with the ties 2 through the medium of the ordinary spikes. Interposed between the ties 2 and at suitable points along the railway is the improved antirail spreading device designated by the numeral 3. This device 3 is constructed of iron or other suitable metal and comprises what may be termed a body portion 4 of a length and thickness corresponding with the ties 2. The body 4 has its upper face provided adjacent its ends with integrally formed overlying flanges 5, which are adapted to engage the outer base flanges of the rails 1. The upper

face of the body 4 between these overlying flanges 5 is provided with a rectangular depression or pocket 6, the same being adapted for the reception of the rectangular under face 7 of the rail retaining element 8. This element 8 is preferably constructed of some yieldable metal and has its outer ends flared as at 9 to widen the extremities a distance substantially corresponding to the width of the member 4. The extremities of the member 8 are beveled as at 10 to provide engaging portions for the inner webs of the rail members 1.

The member 4 is centrally provided with a plurality of openings 11 and 12. The openings 11 are positioned nearest the ends of the member 4 and are adapted for the reception of upstanding threaded headed elements 13, the same being adapted to pass through suitable openings 14 provided by the member 8, and the projecting portions of these threaded elements are engaged by suitable nuts 15. By this arrangement, it will be noted that the member 8 may be easily and quickly disconnected from the body 4 when desired, as for instance when old rails are removed and supplemented by new ones. The under face of the body 4 is also provided with a rectangular pocket or depression 16 which extends almost the entire width and length of the said member. Centrally positioned within this pocket 16 is a longitudinally extending strip 17, the latter being provided with openings alining with the openings 12 of the body and being adapted for the threaded extending portions of bolts 18. These threaded extremities are provided with suitable nuts 19, and from the above arrangement of parts it will be noted that the under face of the member 8 overlying the headed portions of the bolts 19 effectively prevents the upward movement of the said bolts and further that the strip 17 contacting with the headed portions of the bolts 13 effectively prevents the downward movement of these bolts. It will be further noted that by providing the body 4 with the pocket 16 and the longitudinally extending strip 17 the member 3 will be effectively embedded and the earth entering the said pocket and surrounding the space between the walls of the pocket and the sides of the member 17 effectively prevents either the longitudinal or lateral movement of the body 4. It will be further noted that

by providing the body with the upper pocket 6 which is adapted to engage with the under face of the member 8 the lateral or transverse movement of the said member 8 is prevented, and it is to be understood that while I have illustrated and described the preferred embodiment of the improvement, as it now appears to me, minor details of construction within the scope of the following claims, may be resorted to if desired.

Having thus fully described the invention, what I claim as new is:—

1. In an anti-spreading device for railway rails, a body member having its upper face provided with overlying flanges adjacent its ends and being further provided with a rectangular pocket between the overlying flanges, a resilient rail-engaging member within the pocket, and said rail-engaging member having its sides flared outwardly, and its ends inclined, substantially as and for the purpose set forth.

2. In an anti-spreading device for railway rails, a metallic body member, having its upper face provided with overlying flanges adjacent its ends, the said upper face being further provided with a rectangular depression, a resilient rail engaging member having its body portion positioned within the depression, said member having its sides adjacent its ends flared outwardly and its ends inclined, the body being further pro-

vided with a longitudinal depression upon its under face, and means for connecting the rail engaging member with the body. 35

3. In an anti-spreading device for railway rails, a metallic body member having its upper face provided with overlying flanges adjacent its ends, the said upper face being provided with a rectangular depression between the flanges, the horizontal wall of said depression being provided with spaced openings, the under face of the body having a rectangular pocket, a strip centrally positioned within this pocket, a resilient rail engaging member positioned within the depression within the upper face of the body, said member having its sides adjacent its ends flared outwardly and its ends beveled, the openings within the body being provided with upstanding and downstanding threaded headed elements, the upstanding elements adapted to engage the rail engaging element, the downstanding elements adapted to engage the strip within the lower pocket of the body, and removable nuts for the threaded elements. 40 45 50 55

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

THOMAS B. LINDSLEY.

Witnesses:

C. W. LIVELY,
S. A. SNYDER.