

H. F. ROACH.
RAILWAY TRACK STRUCTURE.
APPLICATION FILED JULY 29, 1909.

947,532.

Patented Jan. 25, 1910.

Fig. 1.

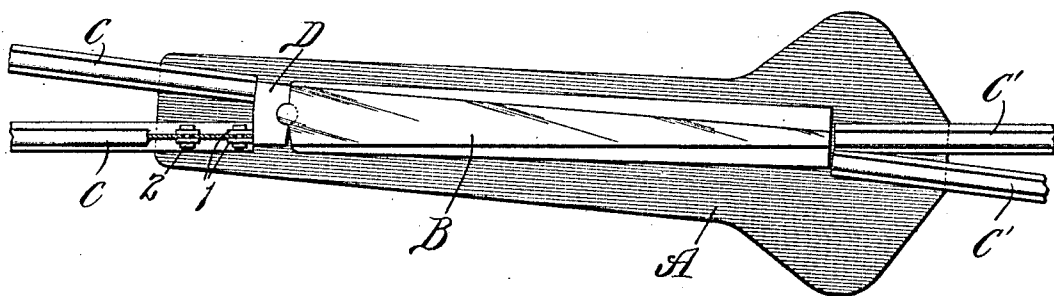
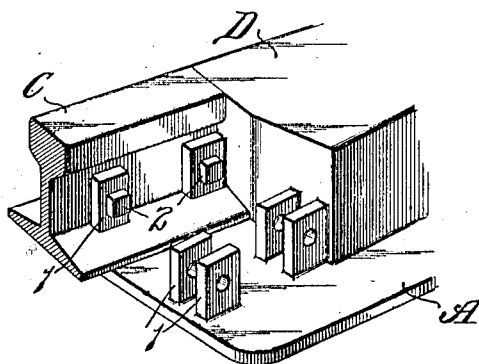


Fig. 2.



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UNITED STATES PATENT OFFICE.

HARRY F. ROACH, OF ST. LOUIS, MISSOURI, ASSIGNOR TO CONTINUOUS RAIL & SAFETY SWITCH CO., OF ST. LOUIS, MISSOURI, A CORPORATION OF NEW JERSEY.

RAILWAY-TRACK STRUCTURE.

947,532.

Specification of Letters Patent.

Patented Jan. 25, 1910.

Original application filed October 15, 1908, Serial No. 457,933. Divided and this application filed July 29, 1909. Serial No. 510,232.

To all whom it may concern:

Be it known that I, HARRY F. ROACH, a citizen of the United States, residing at St. Louis, Missouri, have invented a certain new and useful Improvement in Railway-Track Structures, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to railway track structures, and particularly to that type which comprise a movable tongue arranged at the intersection of two tracks to form a continuous rail, the present application being a divisional of my pending application for railway track structures, filed October 15, 1908, Serial No. 457,933.

The main object of my present invention is to provide a railway track structure of the character referred to which is so designed that the track rails cannot creep in either direction relatively to the base plate on which the movable tongue rests; and another object of my invention is to provide a construction which permits the track rails to be removed quickly from the base plate.

Figure 1 is a top plan view of a railway track structure embodying my present invention; and Fig. 2 is a perspective view illustrating the connection between the track rails and the base plate.

Referring to the drawing which illustrates my present invention, A designates a base plate, and B is a movable tongue mounted on said base plate and arranged between two pairs of track rails C and C'.

In the construction herein shown the wheel-tread member D is arranged between the terminals of the track rail C and the heel end of the tongue B, but I wish it to be understood that it is immaterial, so far as my present invention is concerned, whether the track rails cooperate directly with the tongue or with the wheel-tread members, as herein shown.

The base flanges of the track rails rest upon a base plate, and said base plate is provided with pairs of lugs 1 that pass upwardly through slots in the base flanges of the rails so as to prevent the rails from creeping longitudinally of the base plate or

moving laterally thereof. The lugs 1 of each pair are so arranged that they embrace the vertical web of the rail with which they cooperate, and fastening devices 2 pass transversely through said lugs and the vertical web of the rail so as to prevent the rail from moving upwardly off the base plate. I have herein shown the base plate as provided with two pairs of lugs 1 for each rail, but it will, of course, be obvious that a single pair of lugs could be provided for each rail if desired. The lugs 1 are preferably cast integral with the base plate, and as they pass upwardly through slots in the base flanges of the rails, it will be impossible for the rails to creep longitudinally of the base plate or move laterally thereof. A construction of this character is inexpensive to manufacture, and it is also very desirable because the rails can be detached from the base plate by simply removing the fastening devices 2 and then moving the rails upwardly so as to withdraw the lugs 1 from the slots in the base flanges of the rails.

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

1. In a railway track structure, a base plate provided with an integral projection, a track rail resting on said base plate and having an opening formed in its base flange for receiving said projection, a fastening device passing through said projection and the web of said rail, and a movable tongue mounted on said base plate and cooperating with said rail.

2. In a railway track structure, a base plate provided with a pair of upwardly projecting lugs, a track rail resting on said base plate and having openings formed in its base flanges for receiving said lugs, fastening devices passing through said lugs and the vertical web of said rail, and a movable tongue mounted on said base plate and cooperating with said rails.

3. A railway track structure comprising a base plate provided with a wheel-tread member, a movable tongue mounted on said base plate and cooperating with said wheel-tread member, track rails resting on said base plate and butting against said wheel-tread

member, integral lugs on said base plate projecting upwardly through slots in the base flanges of said rails, and fastening devices passing through said lugs and the vertical
5 webs of the rails for securing the rails in position.

In testimony whereof I hereunto affix my

signature in the presence of two witnesses.
this 27th day of July 1909.

HARRY F. ROACH.

Witnesses:

BERTHA JACOBY,
GEORGE BAKEWELL.