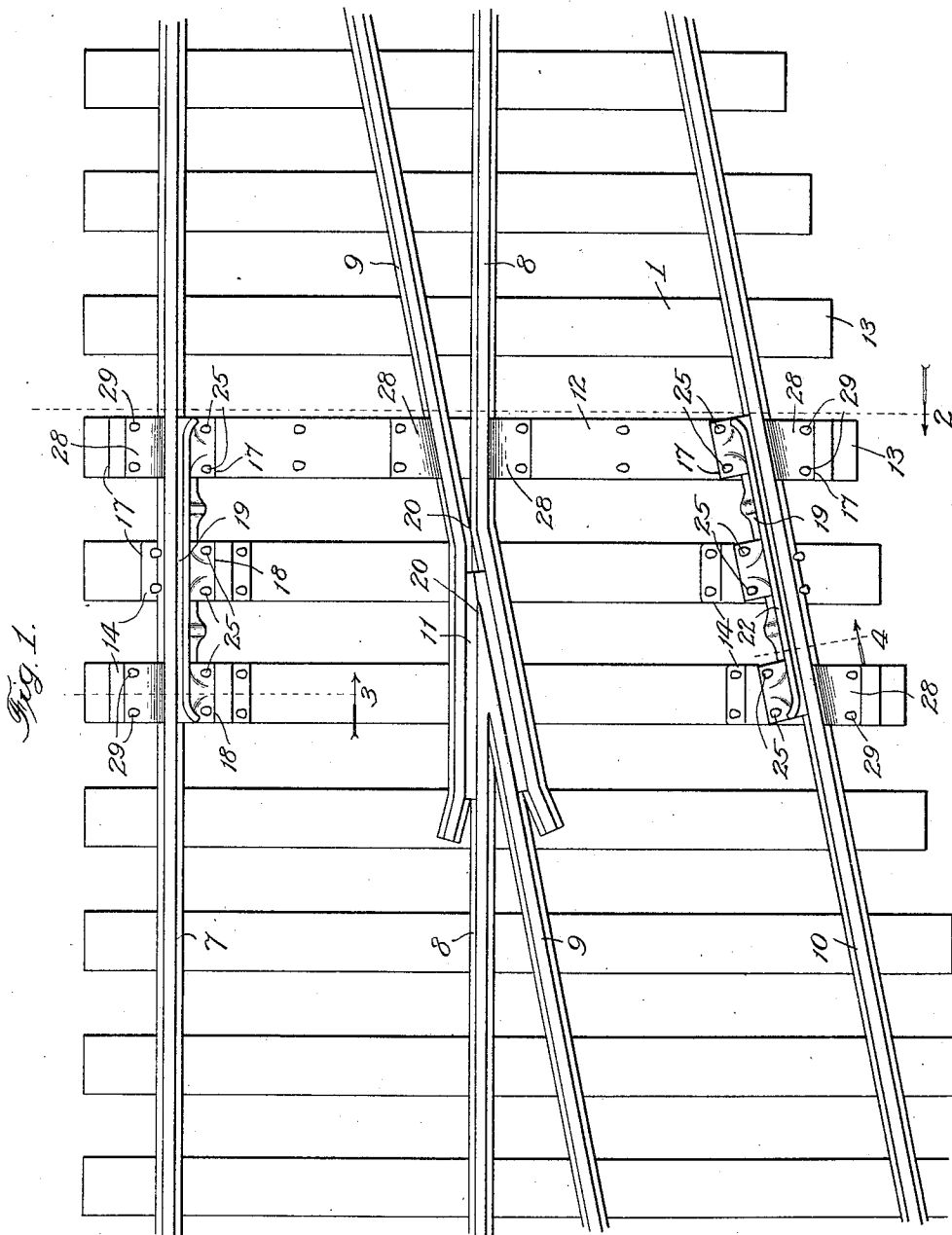


M. STANKEWICZ.
RAILROAD ROAD BED CONSTRUCTION.
APPLICATION FILED JUNE 22, 1912.

1,051,170.

Patented Jan. 21, 1913.

2 SHEETS—SHEET 1.



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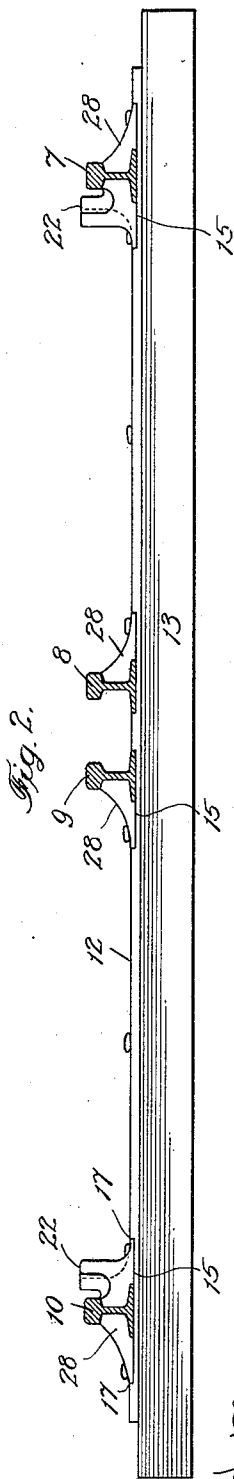


Fig. 5.

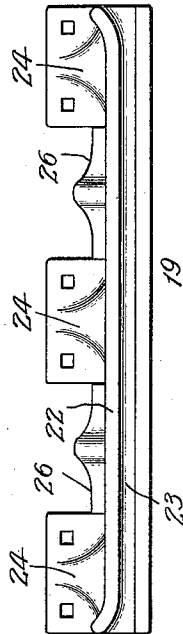


Fig. 6.

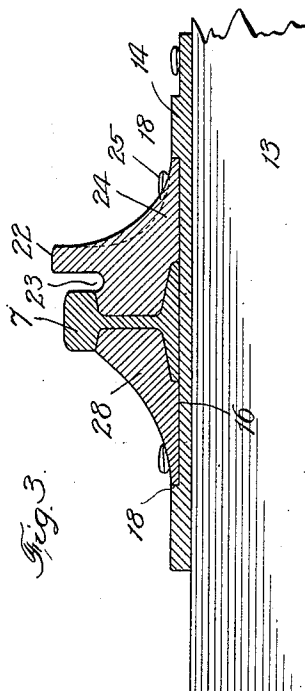
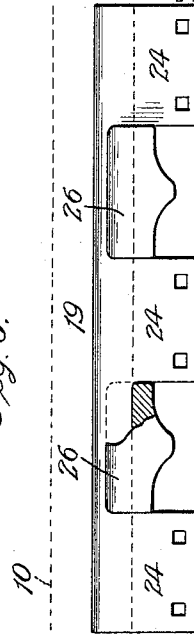


Fig. 3.

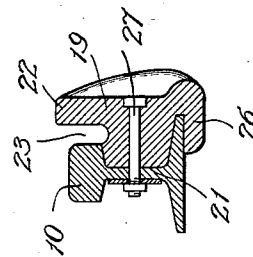


Fig. 4.

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UNITED STATES PATENT OFFICE.

MICHAEL STANKEWICZ, OF CHICAGO, ILLINOIS.

RAILROAD-ROAD-BED CONSTRUCTION.

1,051,170.

Specification of Letters Patent.

Patented Jan. 21, 1913.

Application filed June 22, 1912. Serial No. 705,222.

To all whom it may concern:

Be it known that I, MICHAEL STANKEWICZ, a subject of the Czar of Russia, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Railroad-Road-Bed Construction, of which the following is a specification.

My invention relates, more particularly, to improvements in the means for guarding the wheels of trains against derailment, especially at switches; and my object, generally stated, is to provide improvements in means of the above-referred to character to the end of preventing accidental displacement of the rail-guarding means when engaged by the wheel-flanges, thus effectually preventing derailment of the train, and to provide for the ready removal of the guarding-means when desired.

Referring to the accompanying drawings—Figure 1 is a plan view of a frog-equipped section of a railroad-track provided with rail-guarding means constructed in accordance with my invention. Fig. 2 is a section taken at the line 2 on Fig. 1 and viewed in the direction of the arrow. Fig. 3 is an enlarged, broken section taken at the line 3 on Fig. 1 and viewed in the direction of the arrow. Fig. 4 is a similar view taken at the line 4 on Fig. 1 and viewed in the direction of the arrow. Fig. 5 is a plan view of my improved rail-guard; and Fig. 6 is a bottom plan view of the guard, with a portion of one of its rail-engaging flanges broken away, the rail being shown by dotted lines.

In the drawings I have illustrated my invention in connection with a main-track, the rails of which are represented at 7 and 8, and a switch-track formed of the rails 9 and 10, a frog 11 being interposed in the rails 8 and 9 at their intersection, as is common practice.

In the arrangement illustrated, the rails 7, 8, 9 and 10 are seated on a continuous tie-plate 12 secured to one of the ties 13 and the rails 7 and 10 seated on relatively short tie-plates 14. The plates 12 and 14 are recessed on their upper surfaces at their rail-seating portions, as represented at 15 and 16, respectively, and afford shoulders 17 and 18, respectively, for a purpose hereinafter explained.

In the construction illustrated, I have shown my improved guard-rail as applied to both rails 7 and 10 for preventing the derailment of a train when running on either the main or switch track, and to this end I secure to certain of the ties 13, a guard-rail represented at 19 at the inner sides of, and adjacent to, each rail 7 and 10 and opposite the points 20 of the frog 11.

My improved guard-rail 19 is preferably formed, by casting it, of any suitable metal and is shaped along one side to fit against, and conform to, the side of the rail, as represented in Fig. 4, at 21.

The top of the guard 19 is provided with an upwardly-extending guard-flange 22 paralleling the rail with which it coöperates and spaced from the latter as represented, the wheels of the train in passing over the track, extending into the channel 23 thus afforded between the flange 22 and the rail, whereby the movement of the wheels over the rail will not be obstructed, but any tendency to run off the rail will be counteracted by the flange 22.

It is preferred that the guard 19 be provided at intervals along its outer edge with lateral extensions 24 forming braces, and that the guard seat alongside of and adjacent to the rail with which it coöperates, in the recessed portions 15 and 16 of the tie-plates 12 and 14 and abut at the ends of its braces 24 against the adjacent shoulders 17 and 18 (Figs. 1, 2 and 3), in which position it is spiked to the tie-plates and the latter to the ties supporting them, as represented at 25.

The guard 19 is provided at intervals along its lower edge with inwardly-extending flanges 26 which alternate with the braces 24 to extend into the spaces between the ties spanned by the guard and fit against the under side of the rail with which the guard coöperates, when positioned in place thereon, as represented in Fig. 4, the guard by preference being secured to the rail, as by bolts 27 passing through the guard and the web of the rail.

At the side of the rails opposite to those against which the guards 19 are secured, and at the inner sides of the rails 8 and 9 adjacent to the frog 11, are braces 28 which fit against, and conform to, the sides of the rails, these braces seating in the recessed

portions 15 and 16 of the tie-plates and abutting against the adjacent shouldered portions thereof as represented, and held in place by spikes 29 which pass through the
5 braces, tie-plates and into the ties.

It will be understood from the foregoing that any impact by a wheel-flange, tending to tip the guard 19 inwardly away from the rail and thus tending to derail the train,
10 will be effectually resisted by the bolts 27, the flanges 22 and the braces 28, as the flanges 26, by overlapping the under side of the base of the rail, prevent the guard from tipping, and the braces 28 prevent lateral
15 movement of the guard, this feature being especially advantageous when both of the rails of a track are connected together through the medium of a plate with which the guard-means and braces coöperate, as
20 for example, the plate 12.

While I have illustrated and described a particular construction and arrangement of parts, I do not wish to be understood as intending to limit my invention to such arrangement and construction, as the same
25 may be variously modified and altered with-

out departing from the spirit of my invention.

What I claim as new and desire to secure by Letters Patent is—

1. The combination with spaced ties and a main rail secured thereto, of a guard-rail conforming at a side thereof to the contour of the main rail and fitting against the side of the web thereof and the upper and lower
35 surfaces of the base and head, respectively, of the main rail, said guard-rail being provided at intervals, and coincident with spaces between said ties, with laterally-extending flanges which extend under said
40 main rail, for the purpose set forth.

2. The combination of a tie-plate provided with shoulders, track-rails seated on said plate and held by certain of said shoulders against spreading, and a guard-rail secured to said plate and engaging with one
45 of said rails and with the other one of said shoulders.

MICHAEL STANKEWICZ.

In presence of—

R. A. SCHAEFER,
J. G. ANDERSON.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."