

B. B. HUFF & J. E. McKINNEY.
ANTI RAIL SPREADER.
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1,052,821.

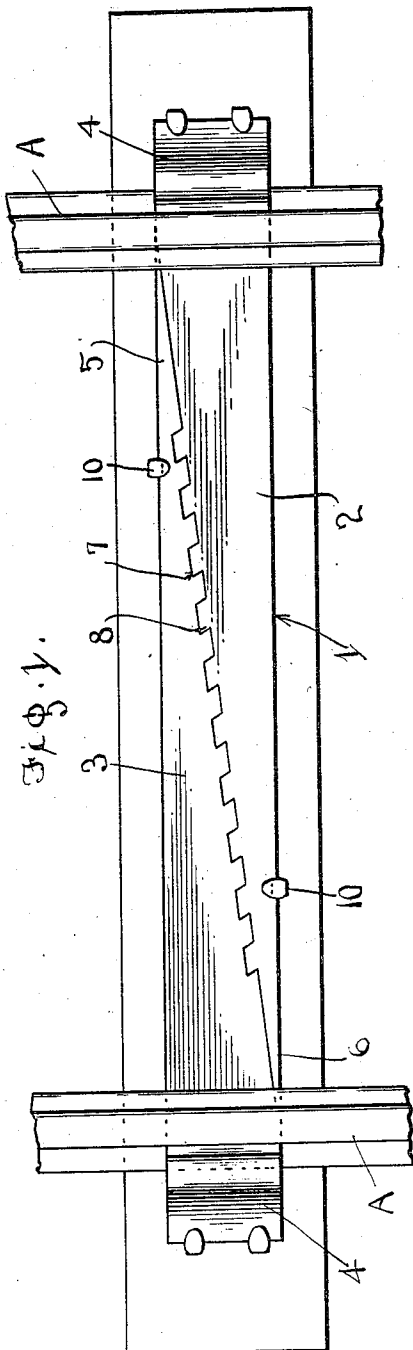


Fig. 1.

Witnesses
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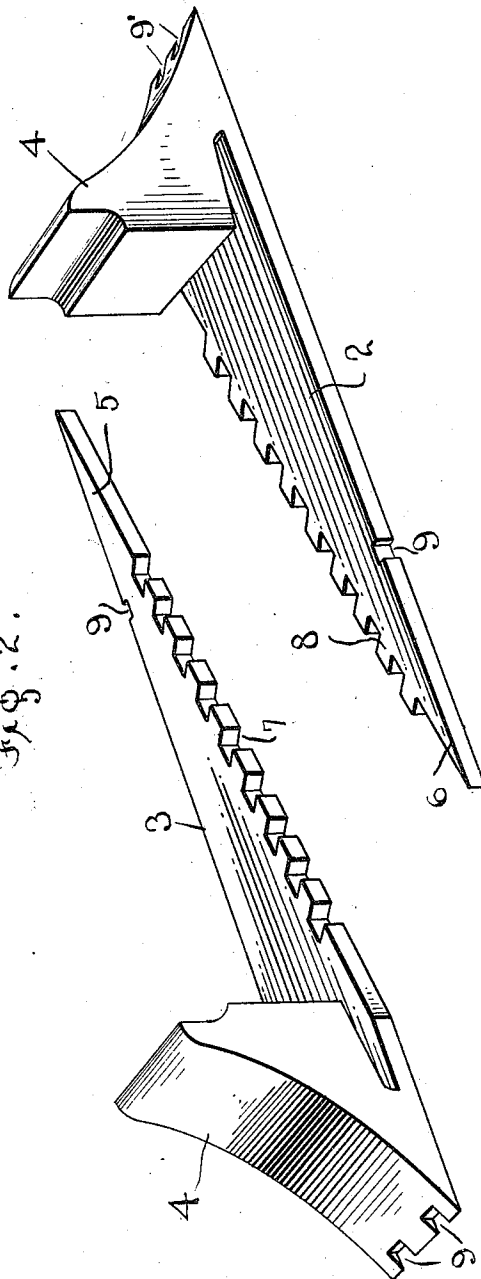


Fig. 2.

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UNITED STATES PATENT OFFICE.

BAILEY B. HUFF, OF TRAVELLERS REST, SOUTH CAROLINA, AND JESSE E. MCKINNEY,
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ANTI-RAIL-SPREADER.

1,052,821.

Specification of Letters Patent.

Patented Feb. 11, 1913.

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To all whom it may concern:

Be it known that we, BAILEY B. HUFF, a citizen of the United States, residing at Travellers Rest, county of Greenville, State of South Carolina, and JESSE E. MCKINNEY, a citizen of the United States, residing at Louisville, in the county of Jefferson and State of Kentucky, have invented certain new and useful Improvements in Anti-Rail-Spreaders; and we do 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 improvements in chairs for preventing the spreading of railway rails.

The object of the invention is to provide simply constructed and efficient means for holding the rails against spreading and to form a support to prevent turning or twisting of the rails.

With this and other objects in view, the invention consists of certain novel features of construction, combination and arrangement of parts as will be more fully described and particularly pointed out in the appended claim.

In the accompanying drawings: Figure 1 is a top plan view of a portion of a railway track equipped with this chair; Fig. 2 is a perspective view of the device with the parts arranged in juxtaposition ready for assembling.

In the embodiment illustrated, a rectangular plate 1 is shown composed of two detachably connected sections 2 and 3, each of which is provided at its outer end with an upstanding rail brace 4 having its inner face shaped to conform to the outer face of a rail, the upper edge thereof terminating a little below the rail tread. These braces 4 are spaced apart on the plate 1 a sufficient distance to suitably position them to engage the outer faces of the track rails, the distance varying according to the gage of the track.

The inner or meeting ends of the sections 2 and 3 are cut diagonal on an angle sufficiently oblique to position the points 5 and 6 of the sections under the bases of the respective rails when the chair is applied, whereby said points are protected and up-lifting of the sections prevented. The oblique meeting faces of the sections 2 and

3 are connected by a mortise and tenon joint. The bottoms of the mortises 7 of each section are arranged in longitudinal alinement and in a plane parallel with the outer oblique edges of the tenons 8, the side walls of the mortises being obliquely inclined and parallel with each other to form an interlocking connection between the sections, whereby said sections are securely held against longitudinal separation and permitted to move in a plane extending substantially transversely of the sections to separate them. Each section is provided with a notch 9 in one side edge and end notches 9' to receive securing spikes 10 which are engaged with the railway ties to hold the sections in operative position against transverse and longitudinal movement.

These chairs or anti-spreading devices are to be applied to the railway ties at suitable intervals along the track, being preferably secured to every fourth or fifth tie and the ties to which they are applied are embedded deeper in the roadbed than adjacent ties to dispose the upper faces of the plates 1 in the same horizontal plane with the upper faces of the other ties.

In the application of these chairs the sections 2 and 3 are slipped under the rails A and the tenons 8 of one section are engaged with the mortises 7 of the other section, the oblique meeting faces of said sections being preferably moved toward each other with the braces moving in a plane parallel with the rails until engagement of the tenons and mortises occurs, whereby the sections are securely locked against longitudinal separation. The spikes 10 are then engaged with the notches 9 and 9' and driven into the tie on which the chair is mounted, thereby securely holding the sections against transverse movement and the plate 1 against longitudinal movement and locking it securely in operative position. When in this position, the inner faces of the braces 4 will fit closely against the outer faces of the rails A and firmly brace said rails and hold them against spreading and also against turning or twisting.

When it is desired to remove a chair the spikes 10 are withdrawn and one of the sections is moved transversely at a slightly oblique angle, whereby the tenons and mortises are disengaged and may be readily

slipped from under the rails for repairing or other purposes.

From the foregoing description taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of the claimed invention.

Having thus described our invention, what we claim is:

15 A railway rail chair composed of sections having upstanding rail braces at their outer ends, said braces having their inner faces shaped to conform to the faces of the rails to which they are to be applied, the meeting
20 ends of said sections being arranged diagonally at a suitable angle to position the points thereof under the bases of the rails to which they are to be applied and having a mortise and tenon connection, the side walls of said mortises being disposed obliquely to the meeting edges of the rails and parallel with each other, said sections having notches in their edges for the reception of securing spikes.

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In testimony whereof we have hereunto set our hands in presence of two subscribing witnesses.

BAILEY B. HUFF.
JESSE E. McKINNEY.

Witnesses to signature of B. B. H.:

WALTER M. SCOTT,
J. FRANK EPPES.

Witnesses to the signature of J. E. McK.:

EUGENE HUBBARD,
HENRIETTA WILL.

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