

W. HASKINS.
RAILWAY RAIL ATTACHMENT.
APPLICATION FILED NOV. 15, 1912.

1,055,274.

Patented Mar. 4, 1913.

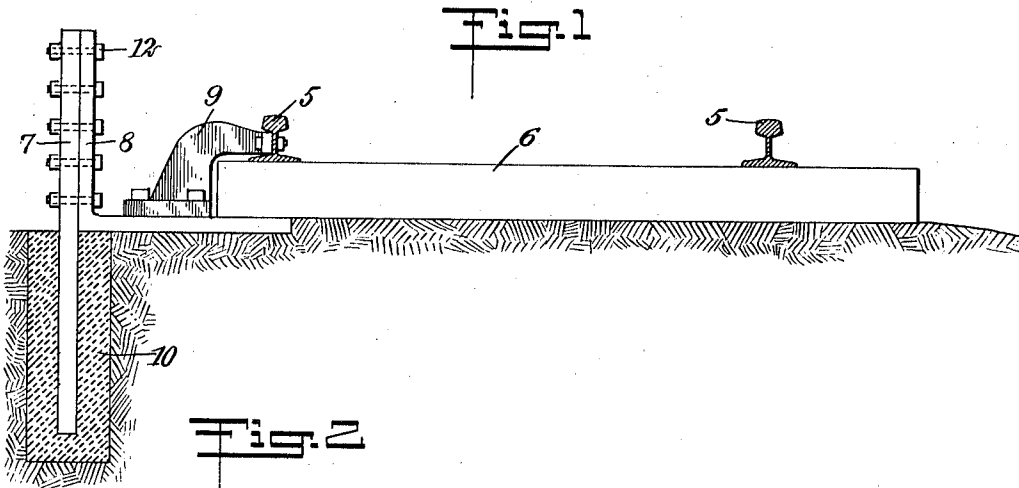


Fig. 2

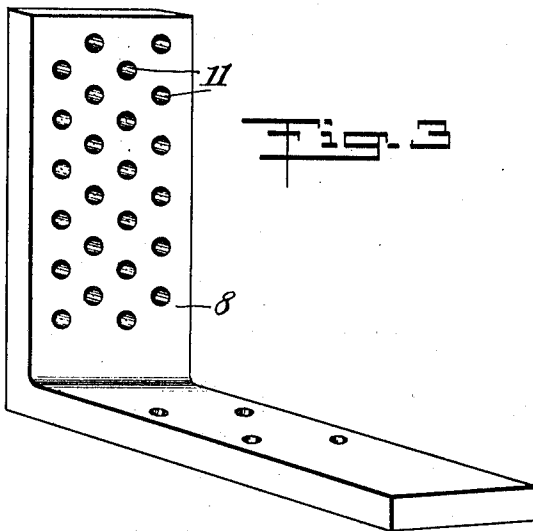
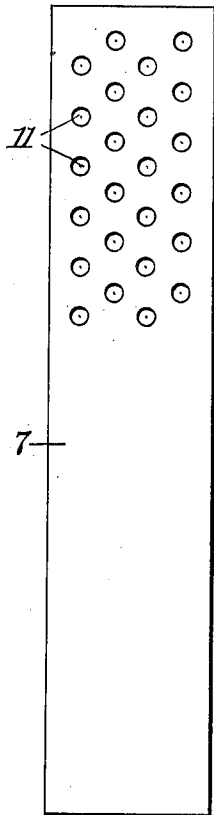


Fig. 3

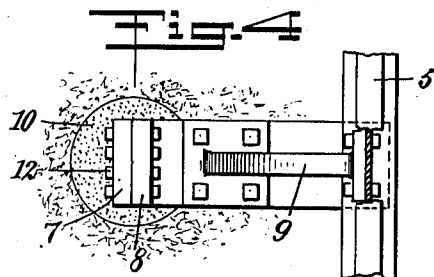


Fig. 4

WITNESSES
F. D. Sweet
W. W. Sweet

INVENTOR
William Haskins
BY *Munn & Co.*
ATTORNEYS

UNITED STATES PATENT OFFICE.

WILLIAM HASKINS, OF HARTFORD, CONNECTICUT, ASSIGNOR OF ONE-EIGHTH TO
CHARLES G. WORTHINGTON, OF HARTFORD, CONNECTICUT.

RAILWAY-RAIL ATTACHMENT.

1,055,274.

Specification of Letters Patent.

Patented Mar. 4, 1913.

Application filed November 15, 1912. Serial No. 731,527.

To all whom it may concern:

Be it known that I, WILLIAM HASKINS, a citizen of the United States, and a resident of Hartford, in the county of Hartford and State of Connecticut, have invented a new and Improved Railway-Rail Attachment, of which the following is a full, clear, and exact description:

The invention is an improved attachment for railway rails, and serves not only to prevent the rail from shifting laterally or canting but also to support the cross ties.

To this end the invention consists of a post having its lower portion embedded in concrete and projecting a substantial distance above the ground, an angle-plate on which one end of the adjacent cross tie seats, bolted or otherwise attached to the upper portion of the post and seating on the ground, and an elbow attached to the angle-plate and to the rail web.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a cross-section through the road-bed of a railway having my improvements applied thereto; Fig. 2 is a face view of a post forming a feature of the invention; Fig. 3 is a perspective view of an angle-plate which is attached to the post; and Fig. 4 is a plan of the attachment showing the rail web broken away.

My attachment is designed to be applied to the conventional railway road-bed construction, such, for example, as shown in Fig. 1, wherein the rails 5, 5, are secured to the cross ties 6. Along the track, more especially the curves, is placed at intervals my improved attachment consisting of a post 7, an angle-plate 8 and an elbow 9. The post 7 is embedded in concrete 10 a substantial distance, generally half its length or slightly greater, leaving a substantial portion projecting above the concrete, as clearly shown in Fig. 1. The upper portion of the post, and also the upright arm of the angle-plate, are provided with a series of bolt openings 11 arranged as shown in Figs. 2

and 3, for receiving bolts 12 or other equivalent devices detachably connecting the parts 7 and 8 together. With the plate thus secured, the bottom arm of the plate seats directly on the ground and projects underneath and supports the end of the adjacent cross tie. The elbow 9 is provided with a flange at each end which respectively seat on the upper face of the horizontal arm of the angle-plate and the web of the adjacent rail 5, at which points they are bolted or otherwise suitably secured. The size of the elbow increases in passing from the rail to the angle-plate, whereby that portion adjacent to the plate will be sufficiently strong to resist any lateral thrust to which the rail is subjected by the rolling stock. With the rail thus secured, its lateral displacement or canting is effectually prevented and the adjacent end of the cross tie receives a substantial support.

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

1. A railway attachment comprising an upright post having the lower portion thereof embedded in concrete, an angle-plate bolted to the upper portion of the post, and an elbow attached to the horizontal arm of the angle-plate for connecting the rail therewith.

2. The combination of a cross tie, a rail seated on the tie, a post, an angle-plate attached to the post and extended under each end of and supporting the cross tie, and an elbow attached to the angle-plate and to the rail.

3. The combination of a railway tie, a rail seated on the tie, a post having the lower portion thereof embedded in concrete adjacent to the tie, an angle-plate bolted to the post, with the horizontal arm thereof extended underneath and supporting the tie, and an elbow flanged at each end and bolted to the angle-plate and to the web of the rail.

4. In a railway rail attachment, a post, an angle-plate attached to the post, and an elbow carried by the plate for securing the rail thereto.

5. In a railway rail attachment, a post, 100

an angle-plate having the upright arm thereof attached to one end of the post, and an elbow flanged at opposite ends, with one flange secured to the plate and the other
5 flange attached to the rail.

In testimony whereof I have signed my

name to this specification in the presence of two subscribing witnesses.

WILLIAM HASKINS.

Witnesses:

MARGARET M. WELCH,

CHARLES G. WORTHINGTON.
