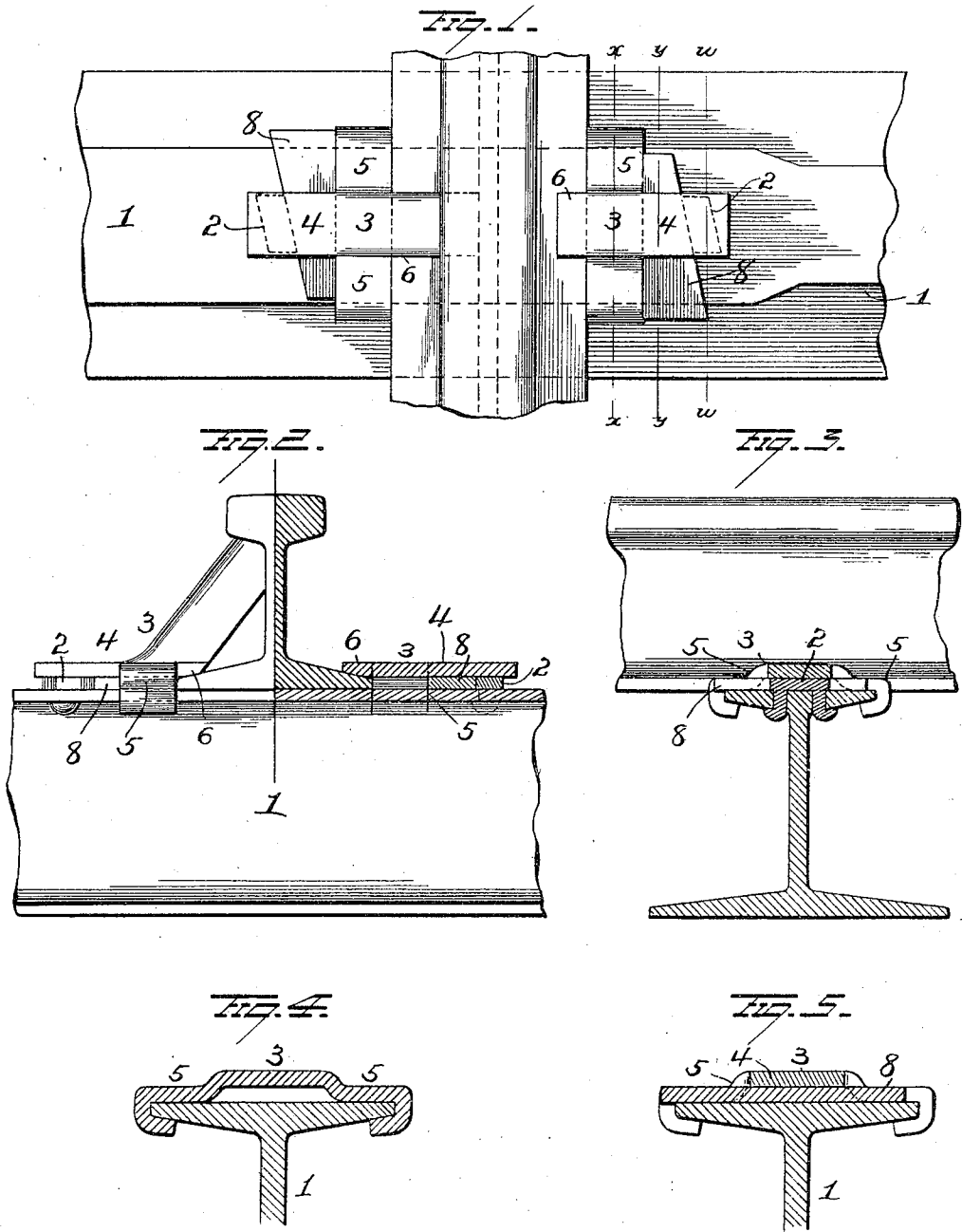


C. P. HAMMOND.
FASTENING DEVICE FOR SECURING RAILS TO METAL TIES.
APPLICATION FILED OCT. 1, 1909.

960,543.

Patented June 7, 1910.



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FASTENING DEVICE FOR SECURING RAILS TO METAL TIES.

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Specification of Letters Patent.

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Application filed October 1, 1909. Serial No. 520,548.

To all whom it may concern:

Be it known that I, CHARLES P. HAMMOND, of Americus, in the county of Sumter and State of Georgia, have invented certain new and useful Improvements in Fastening Devices for Securing Rails to Metal Ties; and I do hereby 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.

My invention relates to an improvement in fastening devices for securing rails to metal ties, and it consists in the details of construction and combinations of parts as will be more fully explained and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view in plan of a section of a rail and section of a tie secured together by my improved securing device. Fig. 2 is a view, partly in section and partly in end elevation, of Fig. 1, looking toward the end of the rail. Fig. 3 is a view in section on the line *w, w*, of Fig. 1. Fig. 4 is a view in transverse section on the line *x—x* of Fig. 1, and Fig. 5 is a view in section on the line *y—y* of Fig. 1.

1 represents a metal tie having upper and lower flanges, the upper flange being narrower than the lower flange and provided at points on opposite sides of the rail seats with the shoulders 2. These shoulders are riveted to the upper flange of the tie 1 and are preferably made U-shape, the two side members of which pass through holes on opposite sides of the web of the tie and are riveted at their lower ends adjacent to the under side of the upper flange.

3 represents the clip shaped as shown in Fig. 3 and consisting of a body portion 4 and laterally projecting side wings 5, the latter being located intermediate the ends of the clip. The inner end 6 of the body of the clip 3 is as shown in Fig. 2 beveled to conform to the inclined upper face of the lower flange of the rail, while the outer end or body is flat and of a width to cover and conceal the shoulders 2 secured as before explained to the top flange of the tie. The wings 5 are bent downwardly as shown in Fig. 4, so as to rest close to the top of the tie and the extreme ends of both wings 5 are bent to underlap the side edges of the upper flange of the tie.

With the construction thus far explained

it will be seen that the clip is supported centrally on the top of the tie by the laterally projecting wings 5 and hence when forced onto the lower flange of the rail, the inclination of the upper surface of the flange tends to raise the inner end of the clip and depress the lower end thus binding the lower or outer end of the clip down on the wedge and thus binding the hooked shape ends of the wings against the flanges of the tie which operates to clamp the rail down tight to the tie and to prevent rattling and consequent wear. After the clip has been thus placed in position, it is forced home and locked by the wedges 8, which latter are passed under the body 4 of the clip between the shoulders 2 and the wings 5 and bear against the wings at one edge and the shoulders or lugs at the opposite edge, as clearly shown in Figs. 1 and 3. When it is desired to brace the rails from the outer side this may be done by continuing the inner end of the body of the clip up in the form of a diagonal brace, as shown in Fig. 2.

With my improvement the wedges bear directly against the side wings of the clip and against the lugs, thus dispensing with the necessity of slotting the tie, as has heretofore been done to receive the wedge.

It is evident that changes in the construction and relative arrangement of the several parts might be made without avoiding my invention and hence I would have it understood that I do not restrict myself to the particular construction and arrangement of parts shown and described, but,—

Having fully described my invention what I claim as new and desire to secure by Letters-Patent, is,—

1. As a new article of manufacture, a clip for securing railroad rails to metal ties comprising a body, one end of which is adapted to engage the flange of a rail and the other end to rest over a shoulder on the tie, and laterally projecting wings intermediate the ends of the clip, the said wings being bent downwardly and then outwardly for supporting the body in a plane above the top of the tie and provided with hooked ends adapted to underlap the side edges of the upper flange of the tie.

2. The combination with a tie having a shoulder projecting from the upper face thereof, of a clip having laterally projecting wings intermediate of its ends, the said

wings having hooked ends adapted to underlie the side edges of the top flange of the tie and a wedge located under the body of the clip and above the tie and engaging the shoulder on the tie and the adjacent edges of the laterally projecting wings on the clip.

3. The combination with a flanged tie having a shoulder projecting from its upper surface, of a clip comprising a body, one end of which is adapted to engage the lower flange of the rail and the other end to rest over the shoulder on the tie, the said body being provided with laterally projecting

wings bent downwardly so as to rest on the top of the tie and each wing provided with a hook shaped end to engage and underlap the side edge of the top flange of the tie and a wedge located above the tie and below the clip and engaging the side wings of the latter and the shoulder on the tie.

In testimony whereof, I have signed this specification in the presence of two subscribing witnesses.

CHARLES P. HAMMOND.

Witnesses:

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L. B. SMITH.