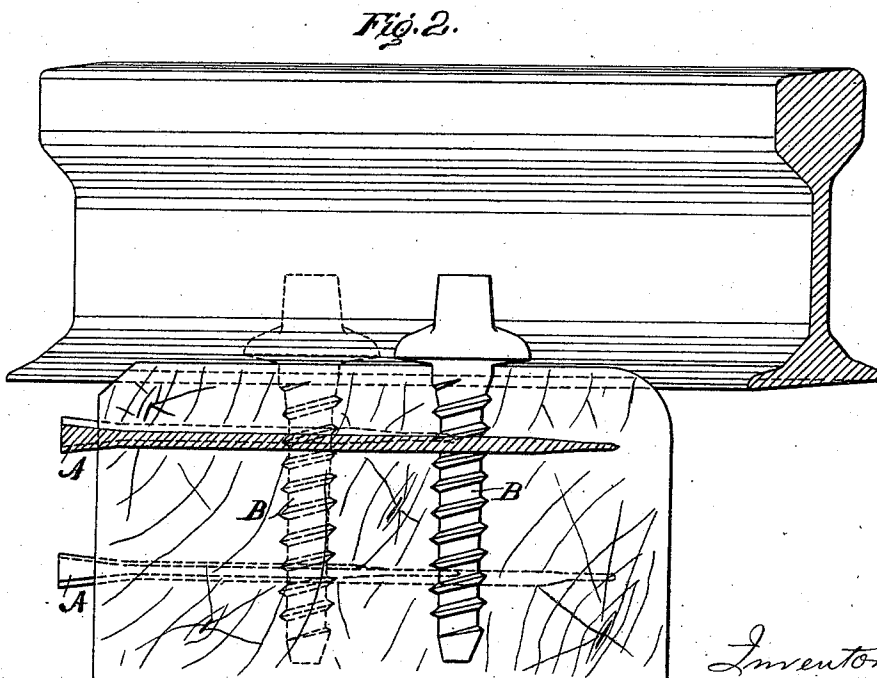
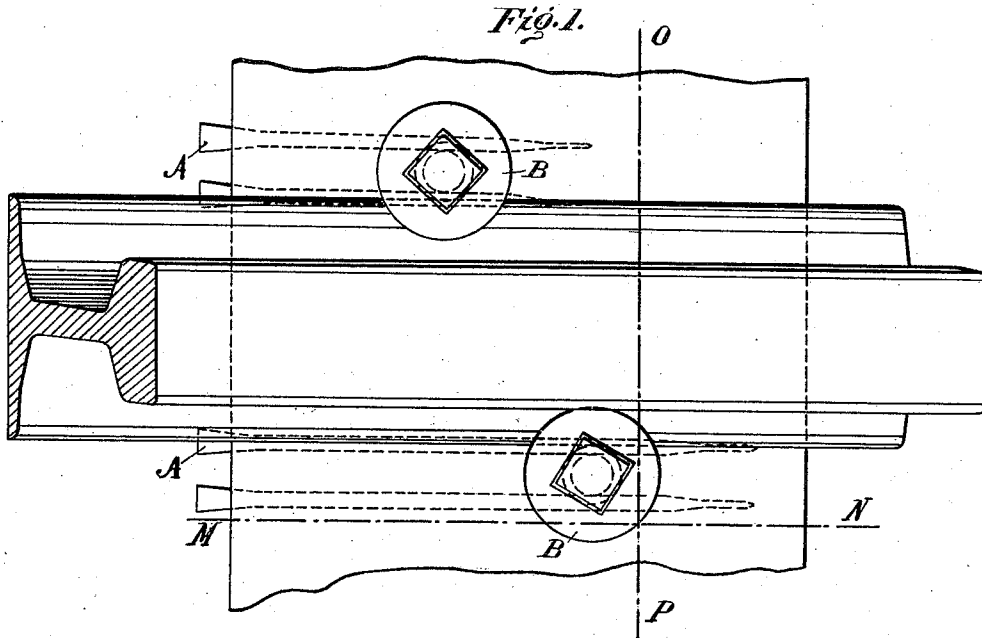


A. HENRY.
FIXING RAILS ON PERMANENT WAYS.
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1,062,235.

Patented May 20, 1913.

2 SHEETS—SHEET 1.



Witnesses:
W. B. Kernan.
R. C. Fitzhugh.

Inventor:
Albert Henry.
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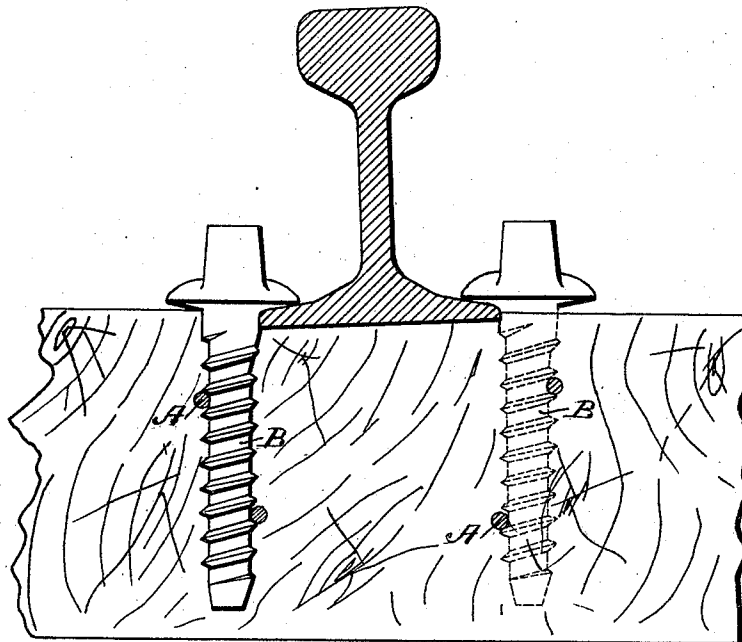
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Fig. 3.



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UNITED STATES PATENT OFFICE.

ALBERT HENRY, OF PARIS, FRANCE.

FIXING RAILS ON PERMANENT WAYS.

1,062,235.

Specification of Letters Patent.

Patented May 20, 1913.

Application filed August 24, 1911. Serial No. 645,860.

To all whom it may concern:

Be it known that I, ALBERT HENRY, of Paris, France, have invented a new and useful Improvement in Fixing Rails on Permanent Ways, which invention is fully set forth in the following specification.

My invention relates to a device for locking within the wooden sleeper the coach screws which fix the rail to the sleeper.

According to my invention metal pegs are forced into the sleeper from the end face thereof so that they engage between the threads of the screw on each side thereof. This mode of locking the screws renders it practically impossible that they should be torn from the sleeper until the latter is completely worn out. The method also allows of the use of the ordinary sleepers. The pegs are of iron, steel or any other suitable metal; their cross section may be circular or polygonal.

My invention also comprises an apparatus constituting a centering stirrup for the purpose of facilitating certain and rapid drilling of the sleepers for the insertion of the pegs.

In the drawings accompanying my specification:—Figure 1 is a plan showing by way of example coach screws locked by cylindrical pegs according to my invention; Figs. 2 and 3 are transverse and longitudinal sections on lines M—N and O—P respectively of Fig. 1.

It will be obvious that the following description relative to pegs of circular section applies equally to pegs of polygonal section.

The effect of the pegs is to consolidate the sleepers by preventing cracking of the wood and by keeping the coach screws upright particularly in tender wood or in sleepers which are situated on curves of the track of small radius and at places where point switches occur. They prevent the holes of the screws from becoming oval and also lock the screws against withdrawal; on this account no foreign matter can slide between the wood and the screw. They form a resisting and secure support even after many years and consequently facilitate the tightening of the screws; moreover they

make it necessary for the plate layer to force in the screws solely by screwing for they prevent the screw from being forced in by ramming. Finally their presence in the wood does not facilitate the penetration of moisture or foreign matters so that they do not give rise to decay. They may be tarred or galvanized.

The pegs A which are cylindrical and preferably coned at each end are forced into the bores drilled before hand nearly tangentially to the screws B; they engage between the threads of the screw and lock the stem thereof, which tends to separate the pegs and to drive them into the wood from each side. Two pegs may suffice, one on the side of the screw far from the rail and as near the surface of the sleeper as possible, the other on the other side of the screw and as low down in the sleeper as possible. The distance between them however is a fraction of the pitch of the screw. A larger number of pegs may be used for each screw if desired.

Having thus described the nature of my said invention and the best means I know of carrying the same into practical effect, I claim:—

1. The combination of a railroad sleeper having a rail thereon, a screw clamping said rail to the sleeper and pegs driven into the sleeper to engage between the threads on each side of the screw.

2. The combination of a railroad sleeper having a rail thereon, a screw for holding the rail to the sleeper and means engaging between the threads on each side of the screw for securing the screws in the sleeper.

3. The combination of a railroad sleeper having a rail thereon, a screw for holding the rail to the sleeper and a peg in the sleeper engaging between the threads of the screw securing the screw in the sleeper.

In witness whereof, I have hereunto signed my name in the presence of two subscribing witnesses.

ALBERT HENRY.

Witnesses:

H. C. COXE,
GABRIEL BELLARD.