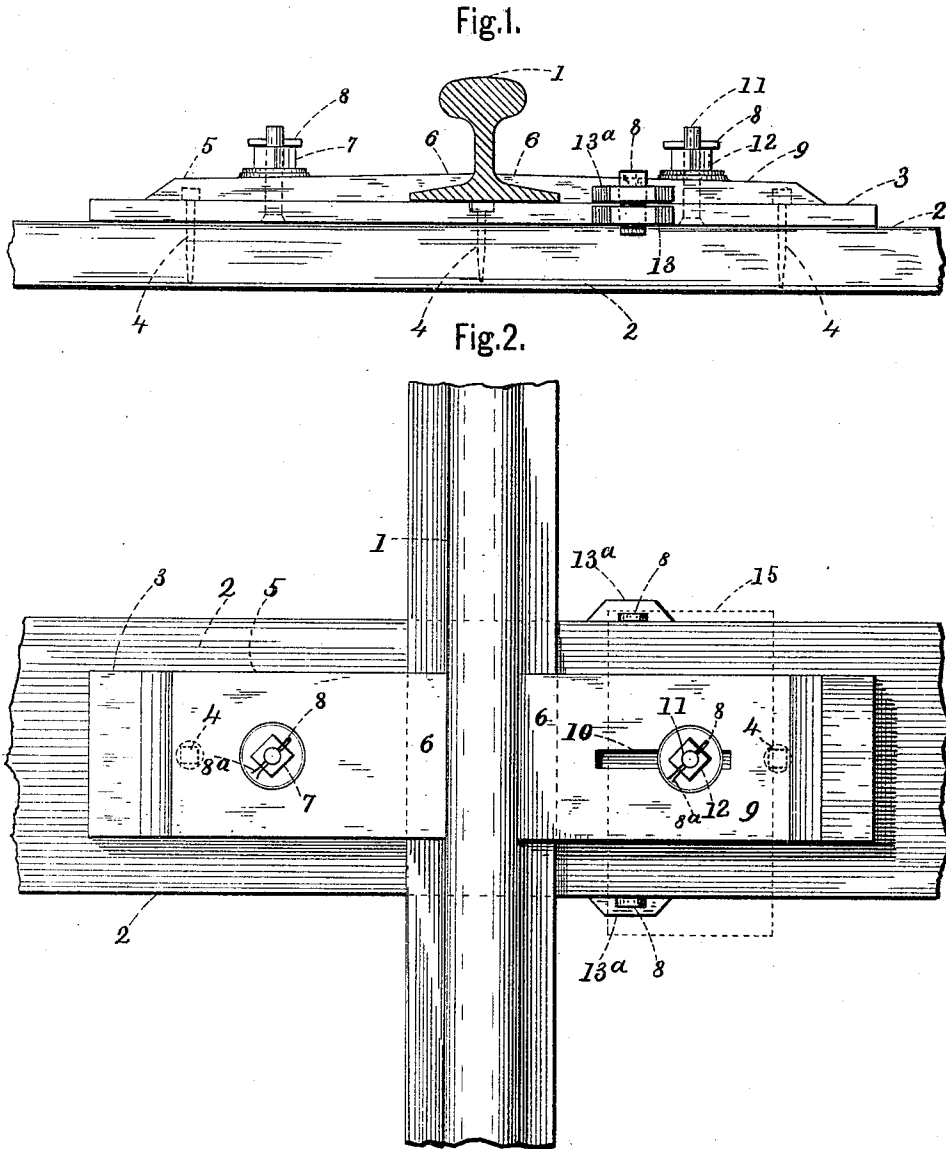


(No Model.)

W. GODARD & W. FIDDLER.  
RAILWAY RAIL FASTENER.

No. 443,594.

Patented Dec. 30, 1890.



Witnesses.

*Harriet Johnson*  
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# UNITED STATES PATENT OFFICE.

WILLIAM GODARD AND WILLIAM FIDDLER, OF TONAWANDA, NEW YORK.

## RAILWAY-RAIL FASTENER.

SPECIFICATION forming part of Letters Patent No. 443,594, dated December 30, 1890.

Application filed October 15, 1890. Serial No. 368,198. (No model.)

*To all whom it may concern:*

Be it known that we, WILLIAM GODARD and WILLIAM FIDDLER, citizens of the United States, residing in Tonawanda, in the county of Erie and State of New York, have invented certain new and useful Improvements in Railway-Rail Fasteners, of which the following is a specification.

Our invention consists in certain improvements in railroad-rail fastening or holding devices to be used instead of the well-known spikes, all of which will be fully and clearly hereinafter described and claimed, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation showing a portion of a rail as held in place to the sleeper. Fig. 2 is a top plan view of the same.

The object of our invention is to provide an efficient means for holding the rails of a railroad-track so as to effectually prevent them from spreading or turning over, and also to permit the rails to be easily and quickly removed or rigidly secured in place, so that a durable and solid railway can be built and the rails rigidly secured in place in less time than it could be done by the use of the ordinary spikes.

In said drawings, 1 represents a portion of an ordinary T-rail.

2 is the sleeper, upon which the bottom plate 3 rests and is rigidly secured by bolts 4. (Shown by dotted lines.)

The bottom plate 3 is preferably made of iron, but may be made of cast steel or other suitable material.

On one side of the rail is a holding-piece 5, having a beveled end 6, adapted to clamp and hold one side of the rails. It is rigidly held in place by the bolt and nut 7. The nut 7 is rigidly held in place by a key or wedge 8, which is driven in through a hole in the bolt when the nut is screwed down tight. If desired, this portion 5 may be made in one piece with the base-plate 3.

At the opposite side of the rail is another holding-piece 9, also having a beveled holding or clamping end 6, adapted to fit and hold the rail. (Shown better in Fig. 1.) This holding-piece 9 is provided with an opening or slot 10, through which the bolt 11 passes, and is secured by the nut 12, having also a wedge 8, passed through a hole in the bolt after the nut is screwed down in place.

On each side of the base 3 is an outwardly-projecting ear 13, and directly above them on each side of the holding projection 9, rigidly secured thereto or forming a portion of it, is a projecting ear 13<sup>a</sup>. Through both of the ears 13 and 13<sup>a</sup> is a hole, in which is driven a wedge or key 8. These wedges 8 are preferably made in the form shown in the plan view of spring-steel bent together, so that when driven in place the ends 8<sup>a</sup> will spring apart and hold them in place, so that they cannot accidentally come out unless driven out by hand.

When putting a rail in place, all that is required is to first loosen the bolt 11, then move the holding-plate 9 back, (the slot 10 permitting this movement,) and turn it around into the position substantially as shown in Fig. 2 by the dotted lines 15. One edge of the rail is now easily put under the portion 6 of the holding-plate 5, after which the holding-plate 9 is again turned into its proper position and pushed forward close to the rail. The nut 11 is then secured as hereinbefore mentioned. The rail is easily removed in a similar manner. In this way after the road-bed is completed, the sleepers in position and the base-plates 3 firmly secured in place a long line of railway can be in a very short time put permanently and securely in place, and a railway so put down is very strong and durable, the rails cannot spread, turn over, or get out of place, and when repairs become necessary it is very quickly and easily done.

We claim as our invention—

A railroad-rail fastening consisting of a bed-plate rigidly secured to the sleeper, and a holding-plate 5, rigidly secured to or forming a part of the base-plate, having a beveled end 6 for holding one side of the rail, in combination with a slotted movable plate 9, secured by a bolt to the base-plate, having a beveled holding portion 6 for securing the opposite side of the rail, and ears 13 13<sup>a</sup> and keys 8 for keeping the holding portion 9 in position when secured by the bolt 11, substantially as described.

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Witnesses:

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