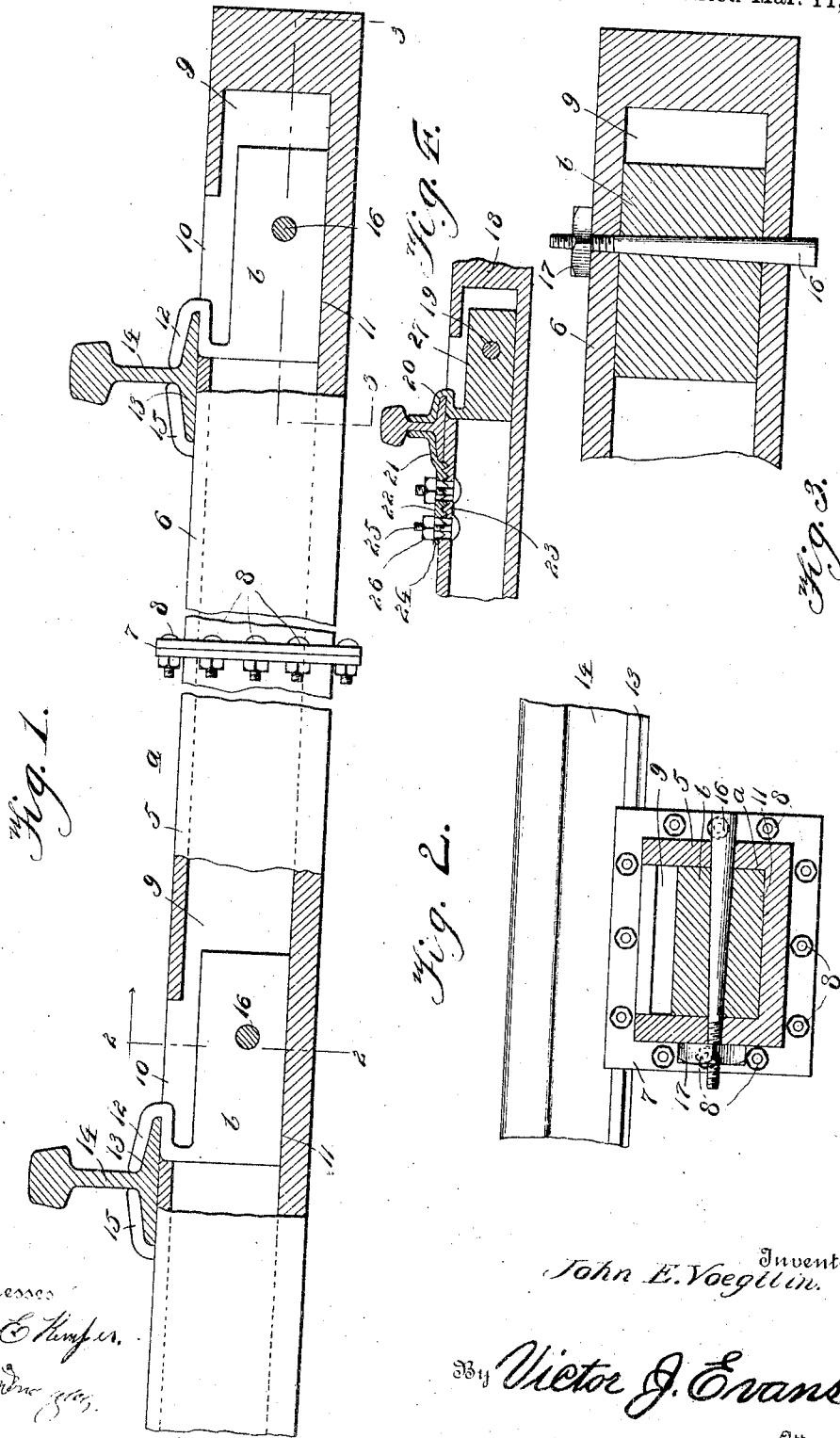


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RAILWAY RAIL FASTENER.
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1,055,956.

Patented Mar. 11, 1913.



Witnesses
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JOHN E. VOEGTLIN, OF FORT WAYNE, INDIANA.

RAILWAY-RAIL FASTENER.

1,055,956.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOHN E. VOEGTLIN, a citizen of the United States, residing at Fort Wayne, in the county of Allen and State of Indiana, have invented new and useful Improvements in Railway-Rail Fasteners, of which the following is a specification.

The general object of the invention is to eliminate the use of spikes for securing railway track rails to cross ties, and to this end the invention consists in a cross tie provided with clamps adapted for engaging the rail and holding it against displacement or disengagement from the tie.

Other objects will appear and be better understood from that embodiment of my invention of which the following is a specification, reference being had to the accompanying drawings forming a part hereof, in which;

Figure 1 is a side elevation partly in section of the device. Fig. 2 is a vertical cross section on the line 2—2 of Fig. 1 in the direction of the arrow. Fig. 3 is a horizontal section taken on the line 3—3 of Fig. 1. Fig. 4 is a sectional detail of a modified form of device.

The cross tie *a* may be formed of any suitable material such as metal, and may be in one piece, or as shown in the drawings it may consist of sections 5 and 6, the adjacent ends of which are flanged as indicated at 7 and connected by means of bolts 8. The sections 5 and 6 may be hollow or as shown in Fig. 1, these sections may be formed with recesses 9—9 which open through the upper faces 10—10 of the sections.

As shown in Fig. 1 the base portions 11—11 of the adjustable clamps *b*—*b* extend into the recesses 9—9, while the engaging or jaw portions 12—12 of the said clamps extend upwardly through the openings in the upper faces 10—10 and are adapted for embracing a portion of the base flange 13 of the rail 14, the opposite portion of the said base flange of the rail being embraced by the jaws 15—15 formed with or otherwise secured to the upper faces 10—10. The adjustable clamps *b*—*b* are secured by means of tapered pins 16—16 which pass through lateral openings in the sections 5 and 6 and through the base portions 11—11 of the adjustable clamps *b*, the wider ends of the said

pins being of greater area than the openings 55 in the sections 5 and 6 so as to prevent the said widened ends from being pulled through the sections. The pins are secured by any preferred fastening means such as nuts 17—17 screwed onto the cylindrical end portions of the pins which are passed through the openings of the tie and base portions 11—11. When the pins are removed from the tie the clamps may be moved longitudinally in the recesses 9—9 so as to move the jaws 12—12 from engagement with the base flange 13. This will also be the positions of the adjustable clamping members *b* before the rails are placed upon the tie. It will be observed that the jaws 12—12 and 15—15 are shaped so that when the jaws 12—12 are moved into engagement with the base flange the rails will be supported from the lower sides of the jaws 12—12 and 15—15.

In the form shown in Fig. 4 the body 27 which is arranged in the hollow tie 18 is secured by a pin 19 similar to the pin 16 in the preferred form. The jaw 20 arranged at one end of the body 27 is adapted to embrace one side portion of the flange of the rail and to bear on the web thereof. The jaw 21 is adapted to bear on the other side of the base flange and opposite face of the web and has a toothed portion 22 which interlocks with the toothed surface 23 on the tie 18 and has oblong openings 24 which aline with similar openings in the tie to receive bolts 25 which are secured by means of nuts 26. With this construction it will be seen that the rail may be adjusted laterally within certain limits and securely held when the parts are arranged as shown in Fig. 4, against lateral displacement.

Thus, it will be seen that with my device a track rail may be efficiently secured to and readily detached from a tie in a minimum of time.

What I claim as new is:

In a railway rail fastener, the combination with a tie formed with a longitudinally extending recess opening through the surface of the tie, with the opening of less length than the corresponding dimension of the recess, of a clamping element including a body having a thickness corresponding to the interior similar dimension of the recess and slidably mounted in the recess, of

a rail engaging jaw carried by the body and projecting through the opening in the tie to cooperate with the rail, said body having a height less than the corresponding dimension of the recess, and means for securing the body in a predetermined position in the recess.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN E. VOEGTLIN.

Witnesses:

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