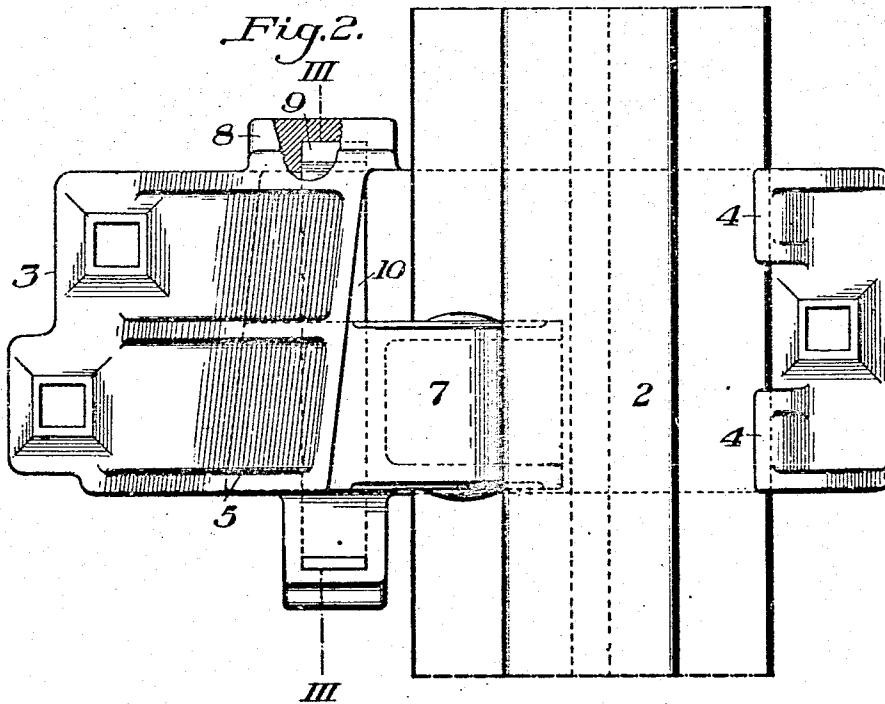
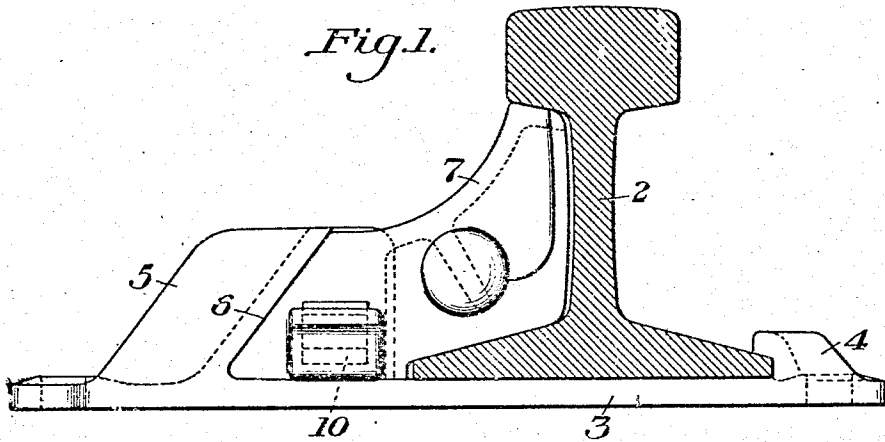


J. W. STEPHENSON.
 TRACK FASTENING.
 APPLICATION FILED JULY 28, 1911.

1,010,972.

Patented Dec. 5, 1911.

2 SHEETS-SHEET 1.



WITNESSES

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 2 SHEETS-SHEET 2.

Fig. 3.

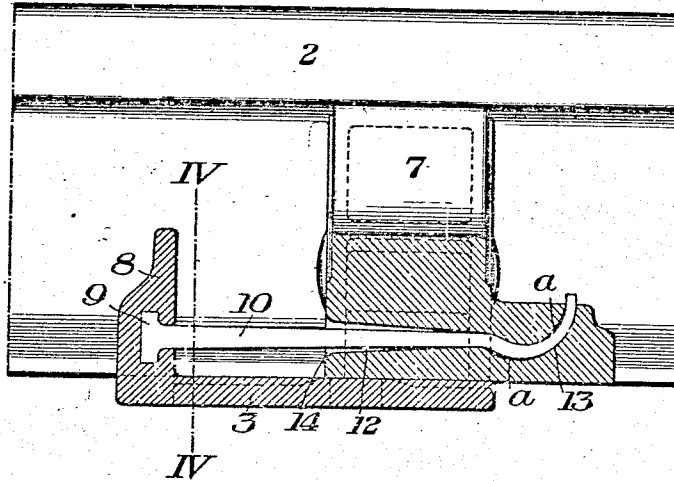


Fig. 4.

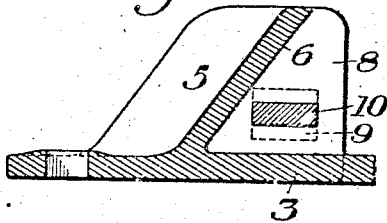


Fig. 5.

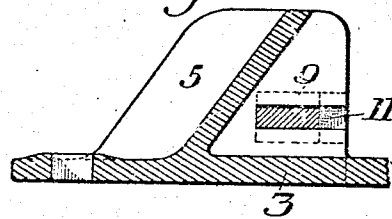
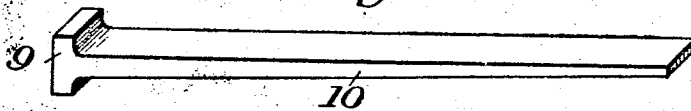


Fig. 6.



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UNITED STATES PATENT OFFICE.

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TRACK-FASTENING.

1,010,972.

Specification of Letters Patent.

Patented Dec. 5, 1911.

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To all whom it may concern:

Be it known that I, JOHN W. STEPHENSON, a citizen of the United States, and a resident of Toledo, in the county of Lucas and State of Ohio, have invented a new and useful Improvement in Track-Fastenings, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a sectional elevation showing one form of my invention as applied to a rail brace; Fig. 2 is a plan view of the same partly broken away; Fig. 3 is a view partly in side elevation and partly in section; Fig. 4 is a section on the line IV—IV of Fig. 3; Fig. 5 is a view similar to Fig. 4, but illustrating a modification; and Fig. 6 is a perspective view of the bendable locking member or key.

My invention has relation to track fastenings, and is designed to provide a track fastening of simple and effective character which will not work loose in service, which is of such a nature that it must be correctly initially applied by the workman, and which forms a simple and convenient device for the purpose of securing in place parts of railway-track structures.

In the drawings, I have shown my invention as applied to securing a rail brace to a supporting or base member, but it will be understood that my invention is not limited to such use, but may be used in a variety of track structures.

In the drawings, the numeral 2 designates a track rail, and 3 a base or tie plate upon which the rail 2 is seated. This plate is formed at one side of the rail with any desired number of forwardly projecting rail-base-engaging lugs 4, and at the opposite side of the rail with a raised portion or projection 5, having an undercut and wedging inner face 6, between which and the web of the rail is seated a rail-bracing member 7.

The base or supporting member 3 is also formed at one side of the rail adjacent to one end of the projection 5 with an upward projection 8, in which is seated the head 9 of a bendable key or locking member 10. This bendable key or locking member may have its head cast integrally in the projection 8, as shown in Figs. 1 to 4, or said projection may be formed with a T-shaped slot

11 open at one side, as shown in Fig. 5, and with which the head 9 may be engaged in a manner to securely hold the locking member in place. This locking member may be of various forms. A simple and convenient form is that shown in Fig. 6.

The brace member 7 has at its lower portion a longitudinally extending keyway or opening 12, which is formed with a curved portion 13, at one end and which is preferably gradually tapered or enlarged toward its opposite end, as shown at 14. The brace member is driven in position between the web of the rail and the projection 5 of the base plate, the tapering end of the bendable key member 10 entering the taper end portion 14 of the keyway or opening 12. As the brace is driven tightly to its seat, the end of the key member coming into the curved portion 13 of the keyway or opening 12, is bent or deflected in the manner most clearly shown in Fig. 3, whereby there is automatically formed a secure lock against releasing movement of the brace. The curved portion of the keyway 13 is preferably formed with clearances at the points *a*, so that, if necessary, the brace member may be driven still tighter to take up any looseness which may be developed.

The advantages of my invention will be readily apparent. It forms a very simple and secure fastening which will not work loose in service. The most ignorant and unskilled track laborer can hardly fail to correctly assemble the parts, since all that is necessary is to drive the brace or rail-engaging member tightly to its seat, and the bending or clenching of the key takes place automatically, without the necessity of any attention on his part.

As above indicated, the invention is susceptible of various modifications, both in the form of the key and in the character of the parts to which it is applied.

I claim:

1. In a track fastening, a base member, and a rail-engaging member provided with an opening or passage therethrough for a locking member, the base member having secured thereto a bendable locking member over which the rail-engaging member can be driven, substantially as described.

2. In a track fastening, a base member, and a rail-engaging member provided with

an opening or passage therethrough for a locking member, the base member having secured thereto a bendable locking member over which the rail-engaging member can be driven, and the latter having means to engage and bend the locking member as it is driven over, substantially as described.

3. In a track fastening, a member having secured thereto a projecting bendable locking member over which another member may be driven and thereby secured, and said other member having therein an opening to receive and deflect the locking member substantially as described.

4. In a track fastening, a member having a lug thereon, and a bendable key member having an end portion firmly held in said lug and projecting therefrom, substantially as described.

5. In a track fastening, a member having a key firmly secured therein, said key having a freely projecting portion capable of being bent or deflected, in combination with another member having therein a slot or

opening provided with deflecting means for said projecting portion substantially as described.

6. In a track fastening, a base member having a lug, and a headed key secured in said lug and projecting freely therefrom into position to be engaged by another member driven thereover, substantially as described.

7. In a railway track structure, a base or securing member, and a rail-engaging member, the base member having a bendable key, and the rail-engaging member having a keyway or passage adapted to receive the key as the rail engaging member is driven over it, said keyway or passage having a curved key-bending or deflecting portion, substantially as described.

In testimony whereof, I have hereunto set my hand.

JOHN W. STEPHENSON.

Witnesses:

J. J. MANNING,
MARK KUEHN.