

(No Model.)

C. C. HOLT.
RAIL FASTENER.

No. 502,361.

Patented Aug. 1, 1893.

Fig. 1.

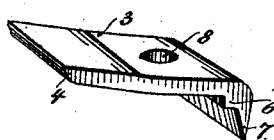
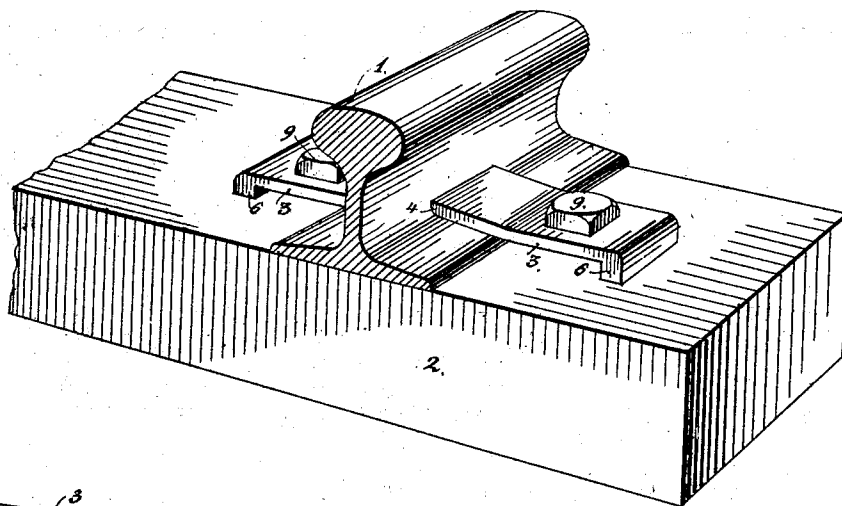
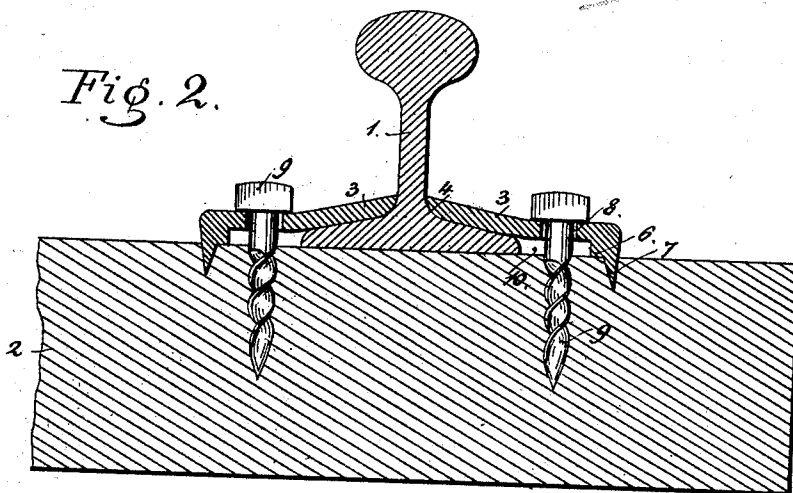


Fig. 3.

Fig. 2.



Witnesses

W. Molfenter.
W. F. Riley

By his Attorneys,

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Inventor

Charles C. Holt.

UNITED STATES PATENT OFFICE.

CHARLES C. HOLT, OF LAWRENCE, MASSACHUSETTS, ASSIGNOR OF ONE-HALF TO THOMAS HALL, OF SAME PLACE.

RAIL-FASTENER.

SPECIFICATION forming part of Letters Patent No. 502,361, dated August 1, 1893.

Application filed April 28, 1892. Serial No. 431,001. (No model.)

To all whom it may concern:

Be it known that I, CHARLES C. HOLT, a citizen of the United States, residing at Lawrence, in the county of Essex and State of Massachusetts, have invented a new and useful Rail-Fastener, of which the following is a specification.

The invention relates to improvements in rail fasteners.

The object of the present invention is to provide a simple and inexpensive rail fastener adapted to be readily applied to a rail, and capable of securely holding a rail in proper position on a cross-tie.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings and pointed out in the claim hereto appended.

In the drawings—Figure 1 is a perspective view of a rail fastener constructed in accordance with this invention. Fig. 2 is a vertical sectional view. Fig. 3 is a detail perspective view of the clamp.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a rail which is secured upon a cross-tie 2 by clamps 3 arranged at each side of the rail and engaging the bottom flanges thereof in a manner similar to spikes. The clamp 3 consists of a plate which has its inner portion bearing upon the bottom flange of the rail and having its inner edge 4 beveled and conforming to the configuration of the rail at the bottom of the web. The outer end of the clamp is provided on its lower face with a shoulder 6 and a depending chisel edge 7 which is adapted to be driven into the cross-tie 2, the shoulder bearing against the upper face of the tie and holding the body of the flange in an approximately horizontal position and forming a space between the tie and

the clamp at the edge of the bottom flange of the rail to impart spring to the clamp. The clamp is provided with an opening 8 near its outer end, and it is secured by means of a wood screw 9 passing through the said opening 8, and the space 10 and adapted to cause the clamp to securely hold the rail.

It will be seen that the rail fastener is simple and comparatively inexpensive in construction, and is capable of securely holding a rail in proper position on a cross-tie.

Instead of employing the wood screw for securing the clamps to the cross-tie, bolts or spikes may be employed.

What I claim is—

In a rail-fastener, the combination with a cross-tie and a rail, of L-shaped clamping plates arranged at each side of the rail and each consisting of a resilient flat horizontal branch resting upon the base of the rail and projecting beyond the same and a depending lug arranged at the outer end of the horizontal branch and having a chisel edge forming a driving point and above the driving point provided with a flat shoulder extending below the undersurface of the horizontal branch and located some distance from the rail and forming an intermediate space between the ends of the clamp and the base of the rail and between the tie and the clamp, said horizontal branch having an opening arranged between the lug and the rail, and a regulating screw passing through the opening of each plate and causing the same to clamp the rail, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

CHARLES C. HOLT.

Witnesses:

JAMES MURPHY,
CHARLES U. BELL.