

H. L. BERNTHAL.
RAILWAY TRACK FASTENING.
APPLICATION FILED AUG. 25, 1911.

1,045,362.

Patented Nov. 26, 1912.

FIG. 1

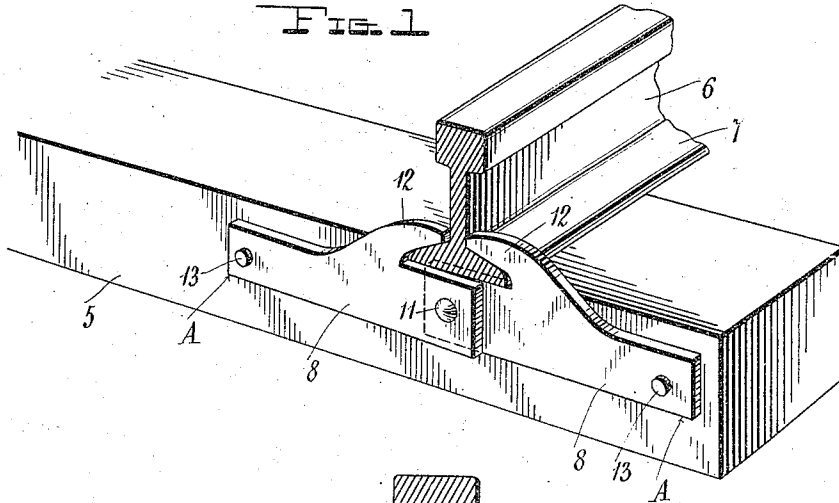


FIG. 2

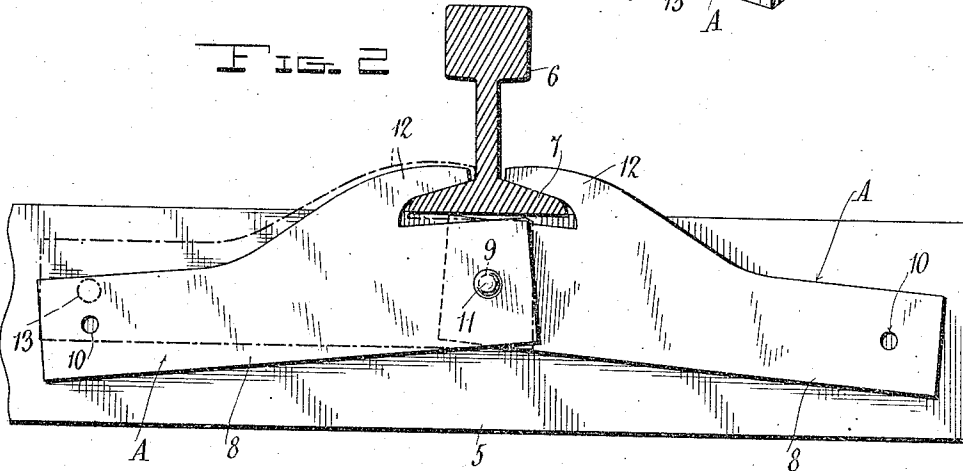
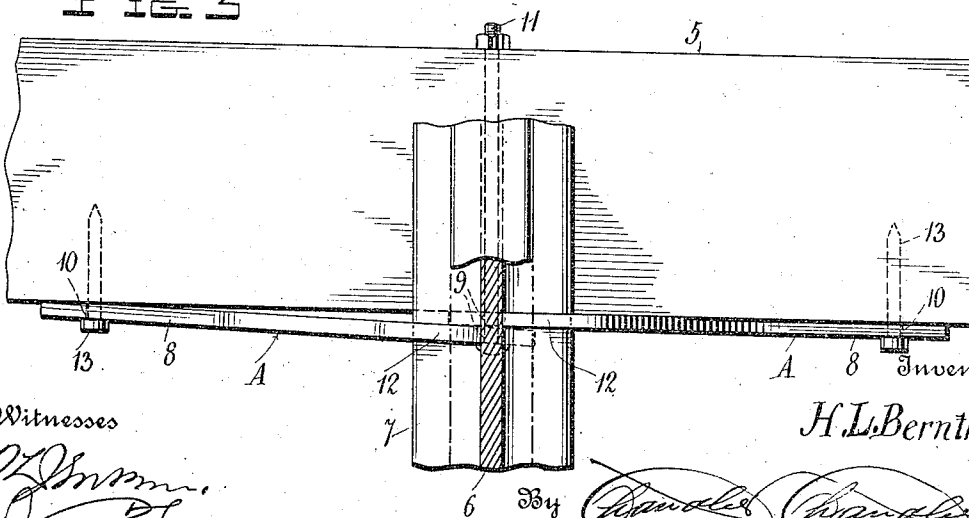


FIG. 3



Witnesses

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RAILWAY-TRACK FASTENING.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, HERMAN L. BERNTHAL, a citizen of the United States, residing at Denver, in the county of Idaho, State of Idaho, have invented certain new and useful Improvements in Railway-Track Fastenings; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to means for securing rails to ties.

The principal object of this invention is to provide a pair of hooks pivoted upon a tie and adapted to be pinched upon opposite sides of the rail, and then fixedly secured to said tie.

Another object of the invention is to provide a pair of rail engaging members, which are simple in construction, being each formed by a single casting, and which are therefore cheap to manufacture.

With these and other objects in view, the invention consists in the construction and novel combination of parts hereinafter fully described, illustrated in the accompanying drawing; and pointed out in the claim hereto appended; it being understood that various changes in the form, proportion, size and minor details of construction, within the scope of the claim, may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawing: Figure 1 is a detail perspective view showing the application of my invention. Fig. 2 is a side elevation thereof, the rail-engaging members being shown in the inoperative positions, and Fig. 3 is a top plan view.

Like reference numerals designate corresponding parts in all the figures of the drawing.

Referring to the drawing, 5 designates a railroad tie, and 6 a rail, both being of any

suitable construction, the rail, however, being provided with the usual base flange 7.

My invention comprises a pair of rail-engaging members A—A formed from flat metal. Each member consists of a rectangular body portion 8, having openings 9 and 10 respectively formed adjacent what will be referred to as the inner and outer ends thereof. Each member is adapted to lie against one side of the tie 5, so that the inner end projects over the center line of the rail 6, the openings 9 of said members then registering. A nail 11 is driven into the tie through said openings, and thus it will be observed that the members A are fulcrumed upon said nail. Integral with each member is an inwardly projecting hook 12, which is adapted to engage the respective base flange 7 of the rail. It will thus be observed that upon raising the outer ends of the members, the hooks 12 will be caused to tightly pinch or grip said base-flange of the rail. After the members have reached the limit of movement, other nails 13 are driven through the openings 10 of said members and into the tie 5, thus securely holding the members to the tie.

What is claimed is:—

In combination with a tie and rail, of a pair of rail clamping levers fulcrumed upon the tie centrally below the rail by a common means, the levers respectively extending oppositely toward the ends of the tie and terminating at their outer ends on opposite sides of the rail, said rail being adapted to be clamped to the tie upon upward movement of the outer ends of the levers, and separate fastening means for securing the outer ends of the levers to the tie.

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

HERMAN L. BERNTHAL.

Witnesses:

FRED G. KLATT,
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