

1,044,430.

G. H. WRIGHT.
RAIL FASTENING.
APPLICATION FILED JAN. 20, 1912.

Patented Nov. 12, 1912.

FIG. 1.

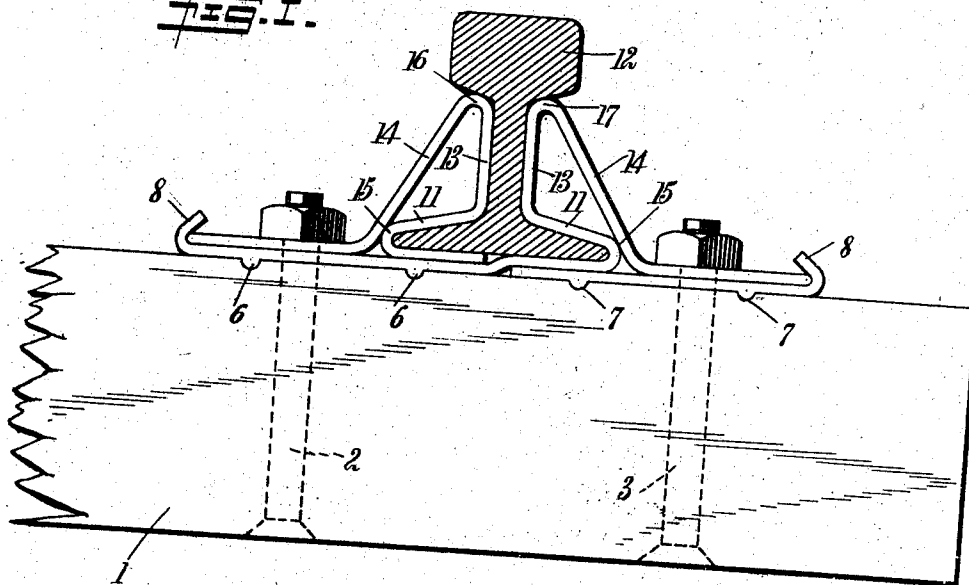


FIG. 2.

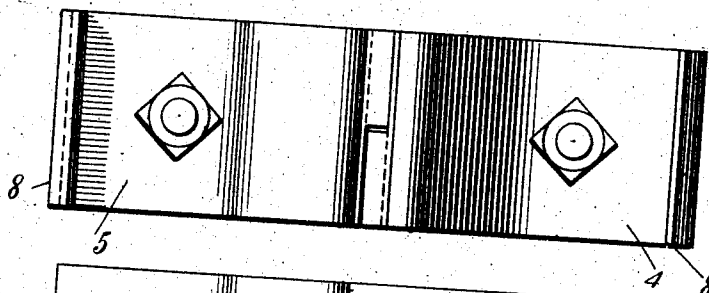


FIG. 3.

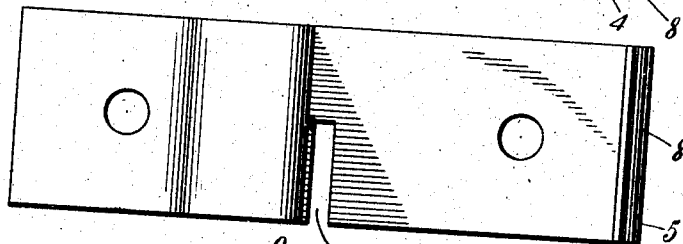
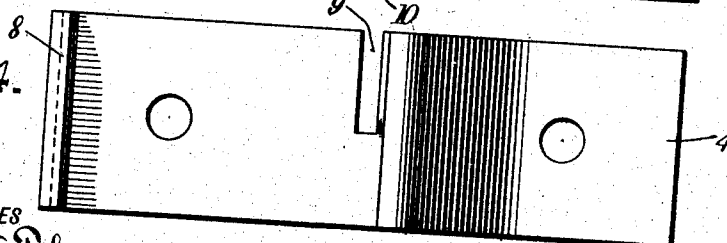


FIG. 4.



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RAIL-FASTENING.

1.044,430.

Specification of Letters Patent.

Patented Nov. 12, 1912.

Application filed January 20, 1912. Serial No. 672,351.

To all whom it may concern:

Be it known that I, GEORGE H. WRIGHT, a subject of the King of Great Britain, and a resident of Halifax, in the Province of Nova Scotia and Dominion of Canada, have invented a new and Improved Rail-Fastening, of which the following is a full, clear, and exact description.

The object of the invention is the provision of improved means for holding a rail in position on ties in such a manner as to cause the weight of the rail and the weight of a train moving over the rail to cause the fastening to more tightly retain the rail in position.

Another object of the invention is the provision of an improved fastening device formed with bent up portions engaging the web of the rail and the under surface of the ball of the rail and extending to each side of the rail for receiving bolts or other securing means, the bolts being assisted by a plurality of projections or beads extending downwardly into the tie, whereby the device cannot move longitudinally of the tie.

In carrying out the objects of the invention the same is preferably formed of a pair of interlocking plates and secured in place by bolts, spikes, or the like. To the base of the plates are secured or formed integral therewith projections for preventing any side movement of the rail. Certain parts of the fastening device are arranged to engage the under side of the ball of the rail and to extend downwardly and outwardly and engage the turned over or hooked members formed on the ends of the base.

A practical embodiment of the invention is represented in the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a section through a rail showing a fastening embodying the invention applied thereto; Fig. 2 is a top plan view of the fastening shown in Fig. 1; Fig. 3 is a plan view of one of the interlocking members of the fastening shown in Fig. 2; and Fig. 4 is a plan view of the second interlocking member shown in Fig. 2.

Referring to the accompanying drawings by numerals, 1 indicates a part of a tie, and 2 and 3 the retaining bolts. It will be evident that spikes could be substituted

for the bolts 2 and 3 without departing from the spirit of the invention. The bolts 2 and 3 are arranged to clamp plates 4 and 5 firmly to the tie 1. The bolts are assisted in holding the plates against movement on the tie 1 by projections 6 on plate 4, and projections 7 on plate 5. These projections may be formed integral with the respective plates or rigidly secured thereto, as found most convenient. Each of the plates 4 and 5 is provided with a hook shaped end 8. The plates 4 and 5 are formed identical and are designed to interlock so as to occupy the position shown in Fig. 1, this interlocking being permitted by the respective slots 9 and 10.

Each of the plates is formed with a socket portion 11 for accommodating the base of the rail 12, and each is provided with an upstanding member 13 designed to press against the web of the rail 12. The upstanding member 13 merges into inclined bracing members 14 which preferably contact at 15 with the outer edges of the socket portions 11 and which also form bearings 16 and 17 at their junction with the upstanding members 13. The bearing portions 16 and 17 are designed to engage the under surface of the ball or tread of the rail 12 for bracing the rail. The bracing members 14 extend downward and outward until the outer ends project beneath the hooked members 8. By this arrangement the plates 4 and 5 are thoroughly interlocked so that if one of the bolts should become broken the other bolt would properly hold the fastening plates, and, in fact, if both bolts were removed the projections 6 and 7 would normally prevent side movement of the rail.

From an examination of Fig. 1, it will be observed that the base of the rail rests upon the interlocking portions of the plates and rests equally upon both plates so that the greater the weight on the rail, the tighter the fastening is clamped to the tie 1. It will also be noticed that by the arrangement of the members 13 and 14 the weight of the train will have a tendency to cause the bearing points 16 and 17, and plates 13 to move together and clamp the rail more tightly. By forming the plates of duplicate parts and interlocking the same as described, the weight placed upon the rail 12 will tend to cause an equal movement of both parts

and a tightening of the various parts instead of tightening certain parts and loosening other parts.

Having thus described my invention, I claim as new and desire to secure by Letters Patent,—

1. A rail fastening comprising a pair of plates of identical construction, each plate being formed with a hook shaped end, a pressing member designed to extend over the base of the rail and against the web and under surface of the ball of the rail and also provided with an extending retaining member, the extending retaining member of one plate fitting beneath the turned over end of the other plate, and a securing member passing through each of said plates for locking the same to a tie.

2. A rail fastening comprising a pair of plates identical in construction, each of said plates being formed with a hook shaped end, a slot extending from one side to a point near the center of the plate, a bent up portion arranged to engage and press against the web of a rail and the under side of the ball of the rail, and an interlocking pro-

jecting retaining member, said retaining member of one plate extending beneath the hook shaped end of the other plate and said slot of one plate accommodating the part of the other plate not cut out, whereby both of the plates may occupy the same transverse plane, and means engaging each of said plates for clamping the same to a tie.

3. A rail fastening comprising a pair of interlocking plates formed with means extending therefrom designed to encircle the base of the rail, press against the web of the rail and against the under side of the ball of said rail, a plurality of projecting stops extending from each of said plates into a supporting tie for preventing a lateral movement of said rail, and means for clamping each of said plates to said tie.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

GEORGE HENRY WRIGHT.

Witnesses:

LLOYD W. FENELLY,
H. S. HILL.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."