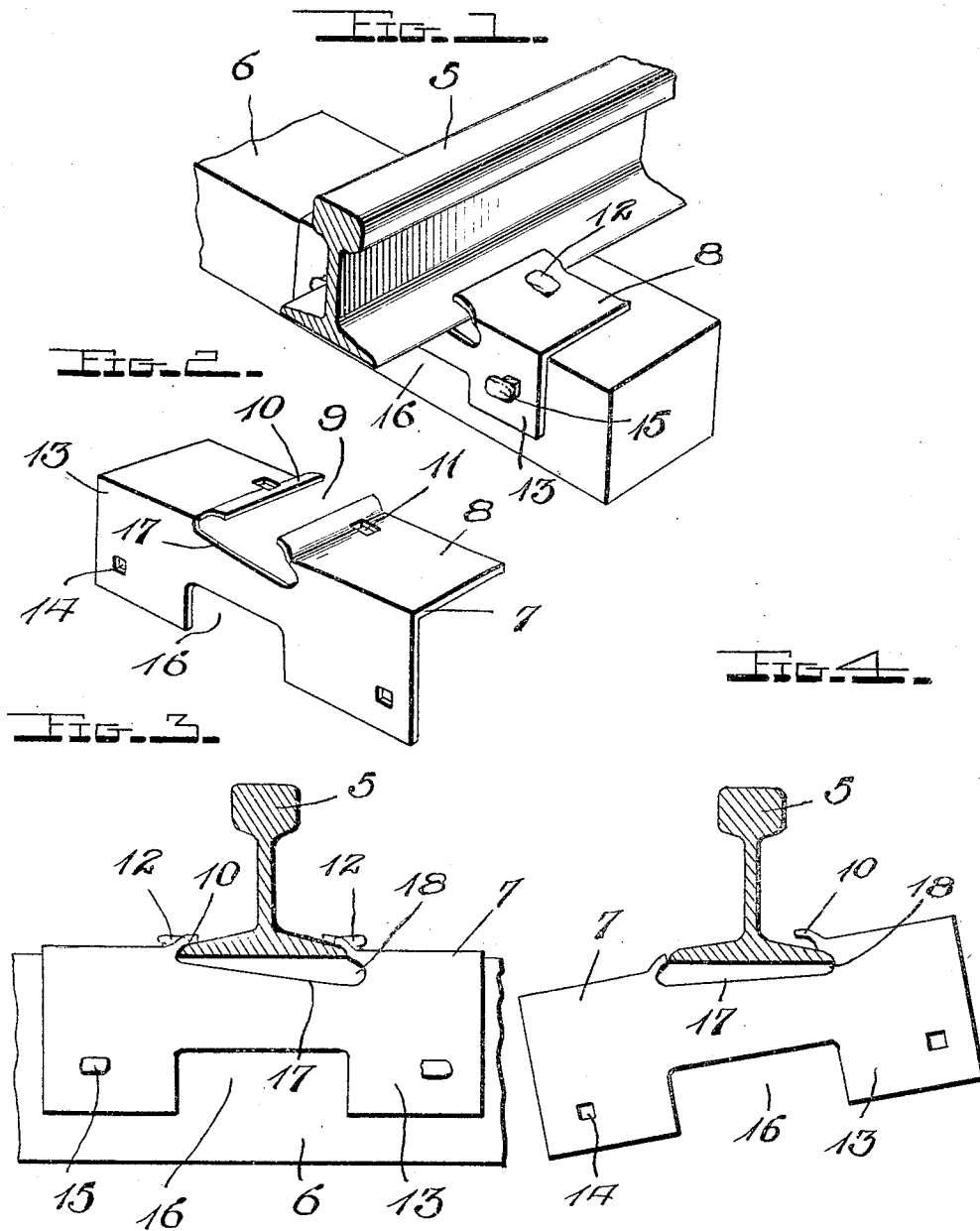


P. E. YEAGER.
RAIL FASTENER.
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1,042,744.

Patented Oct. 29, 1912.



Witnesses

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RAIL-FASTENER.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, PETER E. YEAGER, a citizen of the United States, residing at Reading, in the county of Berks and State of Pennsylvania, have invented certain new and useful Improvements in Rail-Fasteners, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to certain improvements in rail fasteners and has for its primary object to provide a device for this purpose which is simple in construction, may be inexpensively manufactured and is capable of quick application to the rail and tie to securely hold the rail in position and effectually prevent the spreading or lateral movement of the same.

Another and more specific object of the invention is to provide a fastening plate for rails consisting of an angular plate to engage upon one side and the top of the tie, the horizontal flange of said plate having its central portion removed to accommodate the rail and provided with opposed lips to engage over the base flange of the rail, the upper edge of the vertical flange in said plate between said lips being obliquely inclined to permit of the engagement of the lips upon the rail flange and the seating of the plate on the tie at any point of the rail.

With the above and other objects in view as will become apparent as the description proceeds, the invention consists in certain constructions, combinations and arrangements of the parts that I shall hereinafter fully describe and claim.

For a full understanding of the invention, reference is to be had to the following description and accompanying drawing, in which—

Figure 1 is a perspective view illustrating the application of my improved rail fastening device; Fig. 2 is a perspective view of the fastener removed from the tie; Fig. 3 is a transverse section of the rail and a portion of the tie showing the fastening plate applied; and Fig. 4 is a similar view illustrating the manner of engaging the fastener with the rail.

Referring in detail to the drawing, 5 designates the rail which is seated upon the tie 6.

My improved fastening device is generally indicated by the numeral 7 and consists of an angular metal plate of the requisite

thickness preferably constructed of steel. The horizontal flange 8 of the fastener is centrally cut away as indicated at 9 for the accommodation of the web and base flange of the rail. The flange 8 at the opposite sides of the cut out portion or slot 9 is provided with the upwardly and inwardly curved tongues or lips 10 which are adapted to engage upon the upper surface of the base flange of the rail at the longitudinal edges thereof as clearly shown in Fig. 1. At the base of these flange engaging lips, spike receiving openings 11 are provided in the flange 8 of the fastening plate and are adapted to receive the usual securing spikes 12 which are driven into the supporting tie 6. The vertical flange 13 of the fastening plate is also provided adjacent to each end with a spike receiving opening 14 through which the horizontal fastening spikes 15 are driven into the tie. For the sake of lightness, the intermediate portion of the vertical flange 13 is cut out as shown at 16, at the lower edge of said flange. The upper edge of the vertical flange 13 of the plate between the lips 10 is obliquely inclined as shown at 17, and this inclined upper edge of the fastening plate at one of its ends is extended beyond the lip 10 to form a recess 18.

It will be observed that the recess 18 is at the lower end of the inclined edge 17 of the tie plate so as to provide a space of considerable depth between the lip 10 and the edge of the vertical flange through the plate. Thus, in the application of the fastener, the same is disposed beneath the rail adjacent to the tie at an angle as shown in Fig. 4, and the outer edge of the base flange of the rail engaged in the recess 18 beneath one of the lips 10. The fastener may now be moved upwardly to dispose the same in a plane at right angles to the longitudinal axis of the rail, and the plate moved laterally so that the recess 18 is disposed beyond the edge of the rail flange, and the lips 10 seated upon the opposite edges of the flange. The plate is now moved longitudinally to closely engage the vertical flange thereof with the side of the rail tie, the horizontal flange engaging upon the upper surface of said tie. After securely spiking the fastening plate to the tie it will be obvious that the rail is securely held in position against lateral spreading movement.

From the foregoing it is believed that the construction and manner of application of

my improved rail fastener will be clearly understood.

Owing to the simplicity of the device, the same being constructed entirely from a single piece of metal, the invention may be produced at very small cost. It is also extremely durable, as well as highly efficient in practical use.

While I have shown and described the preferred form and construction of my improved fastener, it will be obvious that the same is susceptible of considerable modification without departing from the essential features or sacrificing any of the advantages thereof.

Having thus described the invention, what is claimed is:

1. A rail fastener consisting of an angular metal plate adapted to be secured upon one side and the top of the rail supporting tie, the horizontal flange of said plate having opposed lips to engage on the base flange of the rail and the vertical flange of the plate between said lips having its upper edge obliquely inclined to permit of the engagement of said lips upon the flange of the rail at any point in its length.

2. A rail fastener comprising an angular plate for engagement upon one side and the top of a rail supporting tie, the intermediate portion of the horizontal flange of said plate being cut away to accommodate the rail, said

flange having opposed lips to engage upon the opposite edges of the rail flange, the upper edge of the vertical flange of said plate having a recess extending downwardly and outwardly beneath one of the lips to accommodate the rail flange whereby said lips may be directly engaged upon the opposite edges of the rail base at any point in the length thereof.

3. A rail fastener comprising an angular plate to engage upon one side and the top of the rail supporting tie, the horizontal flange of said plate being centrally cut away to receive the base of the rail and provided with opposed lips to engage upon the opposite edges of the rail base, the vertical flange of said rail at its upper edge and between said lips being obliquely inclined, said inclined edge extending beyond one of the lips to provide a recess for the accommodation of the base flange whereby said lips may be engaged upon the edges of the flange at any point in the length of the rail, the flanges of said plate having spike receiving openings whereby the same may be spiked to the tie.

In testimony whereof I hereunto affix my signature in the presence of two witnesses.
PETER E. YEAGER.

Witnesses:

GEO. S. LIVINGSTON,
FREDERICK S. STITT.