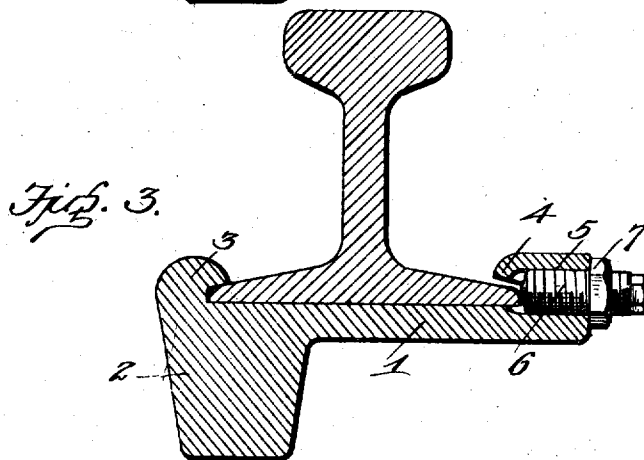
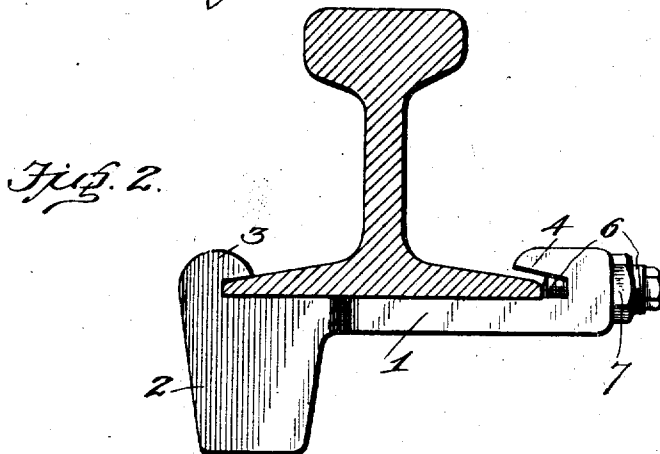
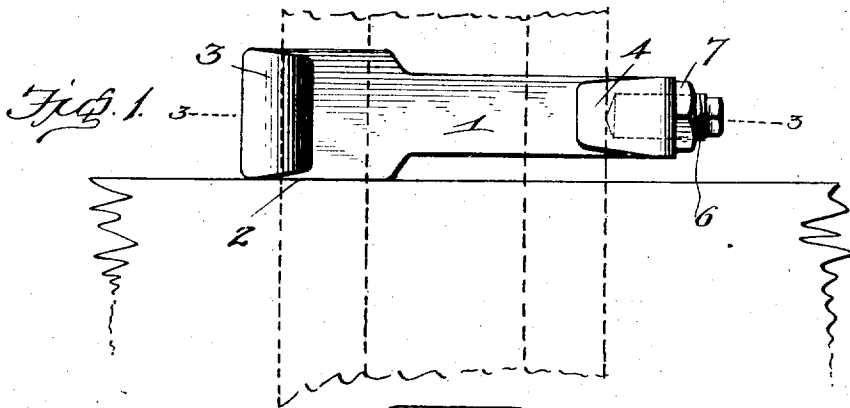


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RAIL FASTENING.
APPLICATION FILED MAR. 7, 1910.

977,041.

Patented Nov. 29, 1910.



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UNITED STATES PATENT OFFICE.

OCTAVE PAYZANT, OF NEW YORK, N. Y.

RAIL-FASTENING.

977,041.

Specification of Letters Patent.

Patented Nov. 29, 1910.

Application filed March 7, 1910. Serial No. 547,885

To all whom it may concern:

Be it known that I, OCTAVE PAYZANT, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Rail-Fastenings; and I do 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 improvements in anti-creeping rail fastenings.

One object of the invention is to provide a rail fastening of this character which may be quickly and easily applied and adjusted from either side of the rail and which will positively hold the latter against slipping or creeping.

Another object is to provide a fastener of this character in which any tendency of the rail to creep causes the device to more tightly grip the rail.

Still another object is to provide an anti-creeping rail fastening which will be simple, strong and durable in construction, efficient and reliable in operation and formed from one piece of metal.

With the foregoing and other objects in view, the invention consists of certain novel features of construction, combination and arrangement of parts as will be more fully described and particularly pointed out in the appended claims.

In the accompanying drawings, Figure 1 is a plan view of my improved rail fastening showing the same in operative position on a rail, the latter being shown in dotted lines; Fig. 2 is a cross sectional view through the rail showing the fastening applied thereto and in side elevation; Fig. 3 is a cross sectional view of the rail and fastening taken on the line 3—3 of Fig. 1.

My improved fastening device comprises a body portion 1 in the form of a flat metal plate, one end of which is somewhat wider than the main portion of the plate and said widened portion is provided with a downwardly projecting tie engaging head 2. On the upper side of the widened end of the body portion or plate 1 is formed an upwardly projecting flange engaging hook 3, preferably formed of hardened metal. The hook 3 is adapted to be engaged with the edge of one of the rail flanges as shown. On the opposite end of the plate or body por-

tion 1 is formed a second rail engaging hook 4, which is of greater length than the hook 3 at the opposite end of the plate and is adapted to extend over the edge of or be engaged with the flange on the opposite side of the rail. In the end of the plate 1 and the hook 4 is formed a threaded socket 5, with which is adapted to be engaged a set or clamping screw 6, the inner end of which is slightly pointed and is adapted to be screwed into engagement with the adjacent edge of the rail flange, said pointed end of the screw, when forced against the flange forming an indentation or seat for itself and thus forming a firm gripping or locking engagement with the edge of the flange. The outer end of the screw 6 may be provided with any suitable form of head or may be hexagonal as shown to receive a wrench. If desired, I may also provide a jam nut 7 which may be applied to the outer end of the screw to lock the same into engagement with the rail flange.

A rail fastening formed from one piece of metal and constructed as herein shown and described may be readily applied from either side of the rail and therefore can not be improperly placed thereon, and when applied to the rail and engaged with the side of a tie, any tendency of the rail to creep will cause the fastening to more tightly grip the rail as the bearing of the set screw acts as a pivot point on which the opposite or wide end of the fastening tends to swing, when pressure is applied against said wide end. This tendency of the wide end of the fastening to swing or revolve will cause the edge of the hook 3 on the wide end of the fastening to bite into the rail flange and therefore to instantly and automatically tighten and thus preclude any possibility of the rail slipping.

From the foregoing description taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention as defined in the appended claims.

Having thus described my invention, what I claim is:—

1. An anti-creeping rail fastening com-

prising a body portion, means carried thereby to engage a tie, hooks adapted to embrace the opposite base flanges of a rail, and pointed adjustable means carried by one of said hooks to pivotally secure the fastening to the adjacent rail flange.

2. An anti-creeping fastening device for railway rails comprising a body portion adapted to be applied to the under side of the rail, means on said body portion to engage the side of a tie, base flange engaging hooks formed on the opposite ends of said body portion, and a clamping screw having a pointed end adapted to be screwed into engagement with the side edge of one of the base flanges of the rail.

3. An anti-creeping fastening for railway rails comprising a flat body portion adapted to be engaged with the under side of a rail, a tie engaging head formed on one end of said body portion, a flange engaging hook formed on said headed end of the fastening, an elongated hook formed on the opposite end thereof, and a clamping screw arranged in said end and elongated hook, and adapted to be screwed into binding engagement with the adjacent edge of the rail flange.

4. An anti-creeping rail fastening formed

from one piece of metal and comprising a flat body portion having a greater width at one end, a tie engaging head formed on said wider end, a flange engaging hook formed above said head, an elongated flange engaging hook formed on the opposite end of said plate, said end and hook having formed therein a threaded socket, a pointed clamping screw arranged in said socket and adapted to be screwed into engagement with the edge of the adjacent rail flange, and a jam nut arranged on said screw.

5. In an anti-creeping rail fastening adapted to be engaged with a rail, a pointed set screw, having engagement with and adapted to drill or indent its own seat into the flange of the rail, to secure the fastening in place on the rail and form a pivot upon which the fastening may swing relatively to the rail.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

OCTAVE PAYZANT.

Witnesses:

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