

S. P. PETERSEN.
 COMBINED RAIL CHAIR AND FASTENING.
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Patented Mar. 4, 1913.

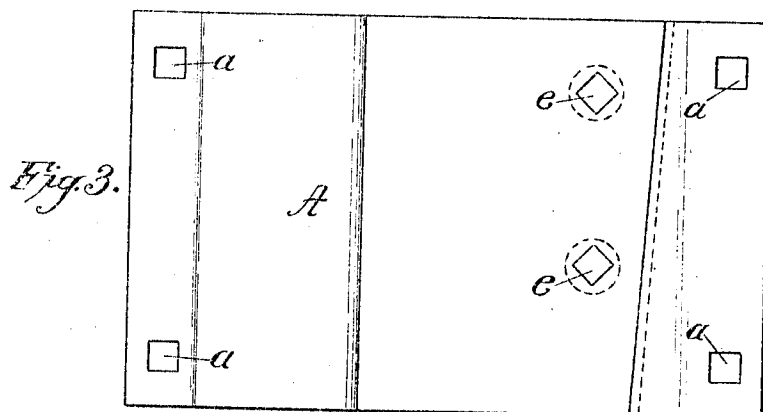
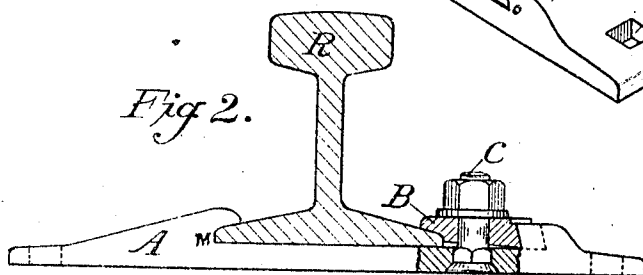
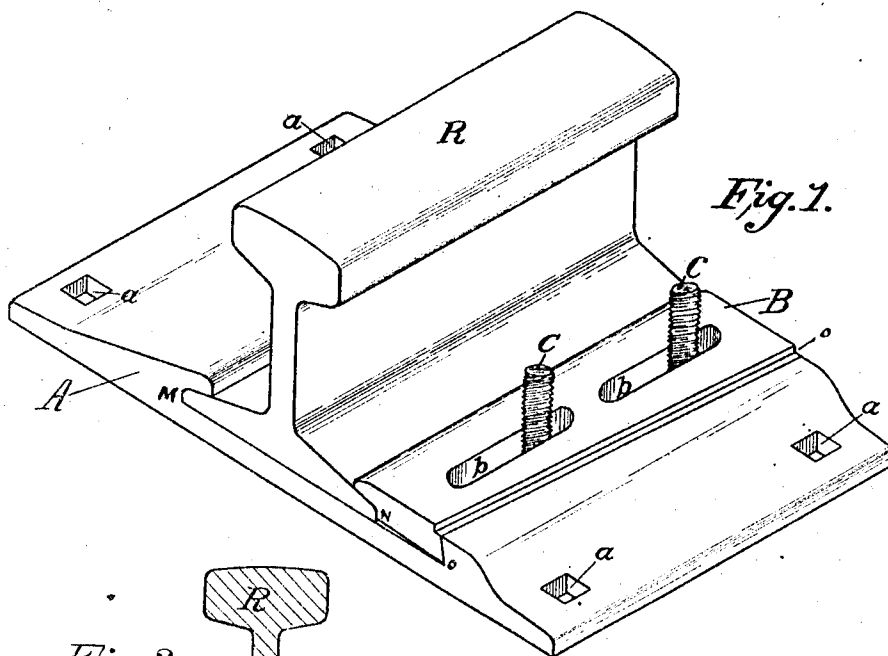
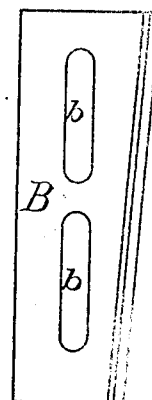


Fig. 4.



WITNESSES

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COMBINED RAIL CHAIR AND FASTENING.

1,055,218.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, SOREN PETER PETERSEN, subject of the King of Denmark, residing at Patterson, in the parish of St. Mary and State of Louisiana, have invented new and useful Improvements in Combined Rail Chairs and Fastenings, of which the following is a specification.

My present invention pertains to railway rail fastenings; and it consists in the peculiar and advantageous combination of rail chair and fastening as hereinafter described and definitely claimed.

In the drawings accompanying and forming part of this specification: Figure 1 is a perspective showing my novel device as properly holding a rail; the nuts on the wedge bolts being omitted. Fig. 2 is a view, partly in transverse section and partly in elevation, showing the complete device as holding a rail. Fig. 3 is a plan of the body plate, comprised in my improvement. Fig. 4 is a plan of the slotted wedge.

Similar letters of reference designate corresponding parts in all the views of the drawings.

The rail R may be and preferably is of the conventional type, comprising a head, a web and a base.

Among other elements, my combined rail chair and fastening comprises a body plate A, and a wedge B. The body plate A and the wedge are preferably made of wrought steel, and the former is provided with a plurality of vertical apertures *a* for the passage of bolts or other devices provided for the connection of the body plate to a cement or other tie or any other base that is provided.

It will be readily observed that the body plate A is much larger in width than any portion of the rail, so as to form a stable base. It will also be observed that the rail is provided in the body A with a seat; the said seat being formed between an undercut flange M disposed parallel to the rail web, and the wedge B. The said wedge B is provided at its inner side with an undercut flange N disposed parallel to the flange M and the rail web. The edge of the wedge B that is outermost is inclined with respect to the inner edge of the wedge to afford the necessary taper, and the said outer edge of the wedge is also beveled, as best shown in Fig. 2, to correspond with the undercut flange O with the body which serves, by

holding the outer edge of the wedge against upward movement, to assist the bolts and nuts hereinafter referred to in preventing upward movement of the wedge. The wedge B is further provided with longitudinal slots *b*, and with an underside that is inclined with respect to its upper side, as shown in Figs. 1 and 2, so as to enable the nuts to efficiently crowd it down on the rail base, and also to permit of the nuts being adjusted when it is necessary to take up wear.

In addition to the body plate A and the wedge B, my novel device comprises the before-mentioned bolts which are lettered C, and a nut and washer on each of the bolts. The bolts are provided with beveled heads which are countersunk in corresponding shaped countersinks in the under side of the body plate A, and the bolts are also provided with portions of angular form in cross-section disposed in the angular apertures *c* in the upper side of the recessed portion of the body plate A, this in order to preclude casual turning of the bolts in the body plate. The bolts C extend loosely through the slots *b* of the wedge, and hence it will be manifest that when necessity demands, the wedge can be tightened by hammer blows imposed on the larger end thereof, after which the nuts may be tightened on the bolts.

It will be gathered from the foregoing that subsequent to the removal of the wedge B, the rail R can be expeditiously and easily removed from the combined chair and fastening; and it will also be manifest that when the device is arranged as shown in Fig. 2, the rail is securely clamped and held without interfering with expansion and contraction thereof, and that my novel combined device enables the rails or rail to withstand very heavy traffic, and assures safety when high speed is maintained by trains traveling over the rails or rail.

Having described my invention, what I claim and desire to secure by Letters-Patent, is:

The herein described rail chair and fastener comprising a body plate wider than a rail base and recessed at its upper side and having an undercut flange at one side of the recess, disposed parallel to a rail, and an undercut flange at the opposite side of the recess extending longitudinally at an angle to the first-named flange, and also

having in the bottom wall of the recess angular apertures and countersinks disposed below and in communication with said apertures; a wedge having an undercut
5 flange at its inner edge disposed parallel to the first-named flange of the body plate, and a beveled and longitudinally inclined outer edge, and also having its underside disposed at an angle to its upper side and
10 further having longitudinal slots; and bolts having heads disposed in the countersinks of the body plate and angular portions ar-

ranged in the angular apertures of the plate and extended loosely through the slots of the wedge and equipped above the wedge 15 with nuts.

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

SOREN PETER PETERSEN.

Witnesses:

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