T. J. DONOVAN.

RAIL RETAINER.

APPLICATION FILED APR. 20, 1908.

902,384. Patented Oct. 27, 1908.

Fig. 1.

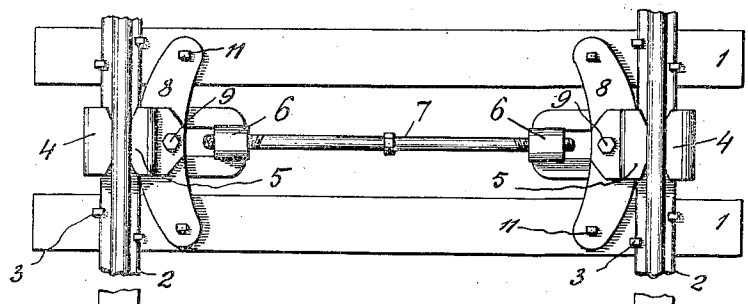


Fig. 2.

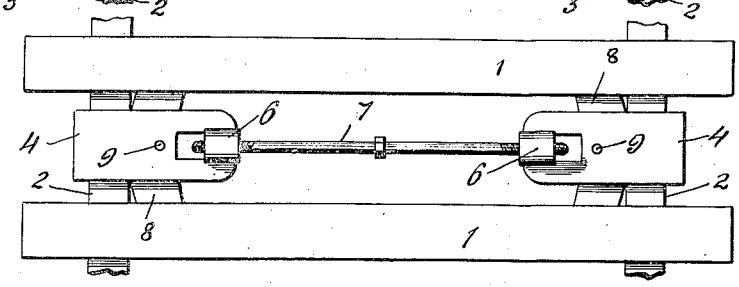


Fig. 3.

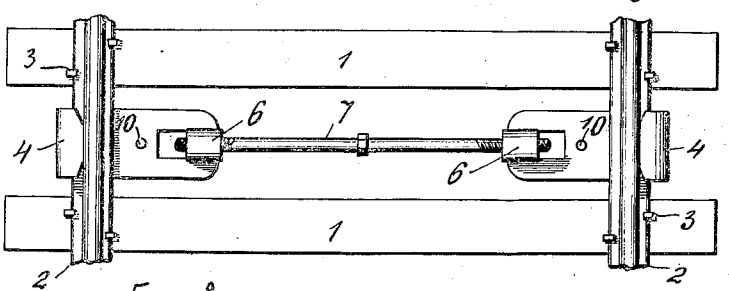


Fig. 4.

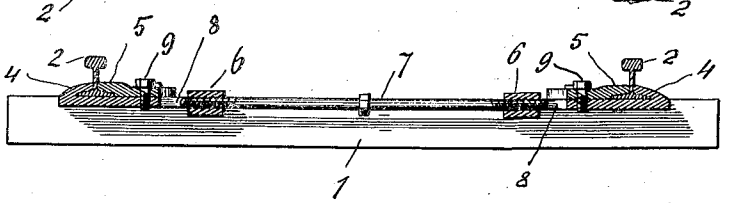


Fig. 5.

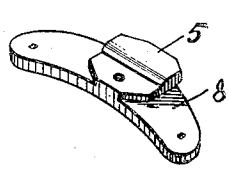
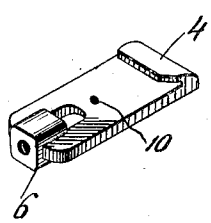


Fig. 6.



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UNITED STATES PATENT OFFICE.

TIMOTHY J. DONOVAN, OF EAST PITTSBURG, PENNSYLVANIA.

RAIL-RETAINER.

No. 902,384. Specification of Letters Patent. Patented Oct. 27, 1908.

Application filed April 20, 1908. Serial No. 428,139.

To all whom it may concern:

Be it known that I, TIMOTHY J. DONOVAN, a citizen of the United States of America, residing at East Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Rail-Retainers, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to a rail fastener, and the objects of my invention, are, first, to provide a simple and inexpensive rail fastener for bracing the rails of a truck and preventing the same from spreading; second, to provide a rail fastener that can be used in connection with different weights of rails, and third, to provide a simple and inexpensive fastener of a durable construction that will also serve for securing the rail supporting ties together.

With the above and other objects in view which will readily appear as the invention is better understood, the same consists in the novel construction, combination and arrangement of parts to be presently described and then specifically pointed out in the appended claims.

In the drawings, Figure 1 is a top plan of my rail fastener. Fig. 2 is a bottom plan of the same. Fig. 3 is a top plan of a fastener with the inner braces removed. Fig. 4 is a longitudinal sectional view of the fastener. Fig. 5 is a perspective view of an inner rail brace and cross head, and Fig. 6 is a perspective view of an outer rail brace.

In the accompanying drawings, 1 designates ties for supporting rails 2, said rails being secured upon the ties by spikes 3. The rails 2 are prevented from spreading by my improved fastener, which consists of outer braces 4 and inner braces 5. The outer braces are adapted to extend under the rails and embrace the outer base flanges thereof. These outer braces are provided with threaded sockets 6 for a turn-buckle 7, said turnbuckle clamping the outer braces on said rails.

The inner braces 5 are carried by cross heads 8, and these cross heads are adapted to be secured to the outer braces by set screws 9 entering openings 10 in said outer braces. The cross heads 8 are also secured to the ties 1 by spikes 11 or similar fastening means.

After the outer braces have been placed in position and the inner braces secured to the ties 1, the turnbuckle is employed to draw the rails tightly against the inner braces, and then set screws 9 are placed in position to prevent the outer braces from shifting with respect to the inner braces, thereby maintaining the proper track gage.

It is thought from the foregoing description that my invention will be fully understood, and I reserve the right to make such structural changes in the same as are permissible by the appended claims.

Having now described my invention what I claim as new, is;—

1. In a rail fastener, the combination with ties and rails supported thereby, of outer braces for engaging the outer base flanges of said rails, interiorly threaded sockets carried by said outer braces, a rod having threaded ends connecting said outer braces, cross heads secured to said ties and to said outer braces, and inner braces carried by said cross heads for engaging the inner base flanges of said rails, substantially as described.

2. In a rail fastener, the combination with ties and rails supported thereby, of outer braces extending under said rails and engaging the outer sides thereof, adjustable connecting means between said outer braces, cross heads secured to said outer braces and connecting with said ties, and inner braces carried by said cross heads for engaging the inner sides of said rails.

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

TIMOTHY J. DONOVAN.

Witnesses:
H. C. EVERT,
MAX H. SROLOVITZ.