Oct. 25, 1938. C. M. GOODRICH 2,134,082

RAIL FASTENING

Filed Aug. 30, 1937

FIG. 1.

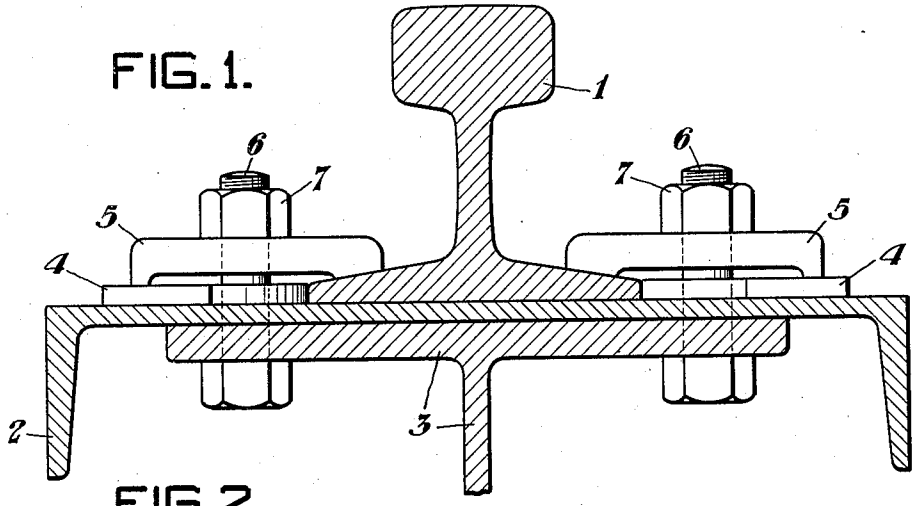
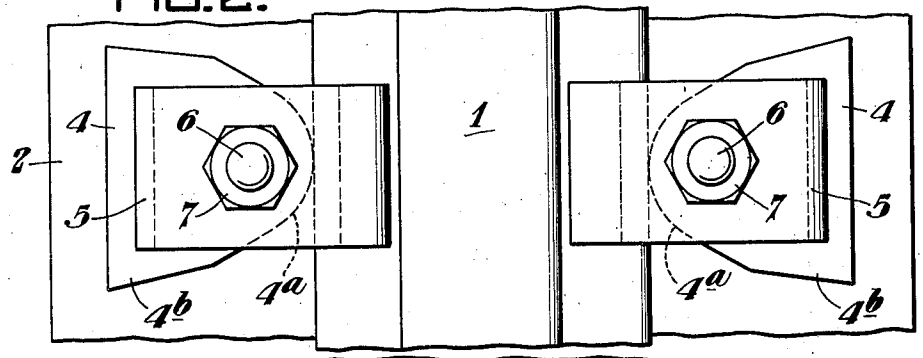


FIG. 2.



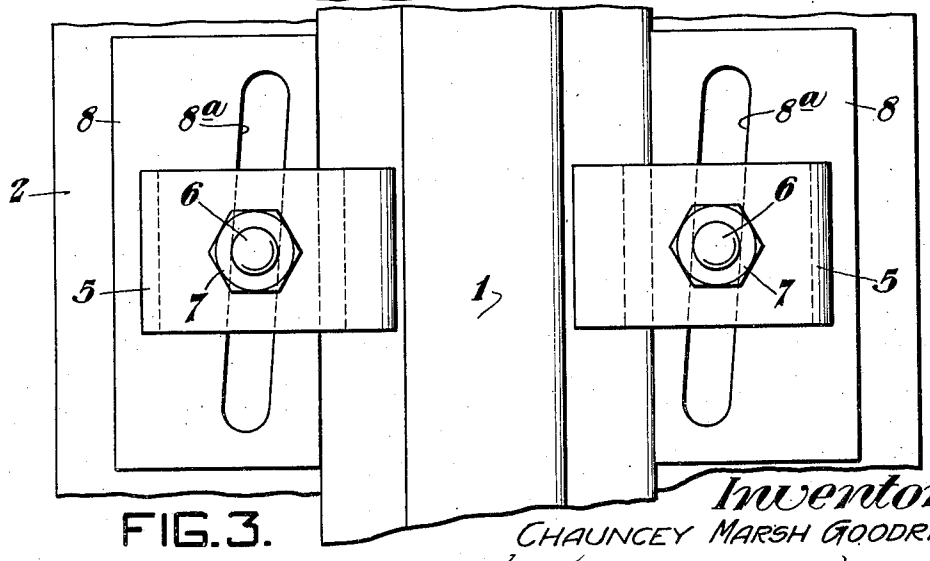


FIG. 3.

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RAIL FASTENING

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1 Claim. (Cl. 238—341)

This invention relates to rail fastenings and is particularly intended to fasten the rails of crane runways. In such instances the rails are spaced far apart and must, therefore, be carefully positioned as to self-alignment and to prevent parallax, one of the objects being to provide a relatively inexpensive but safe fastening while providing for lateral rail adjustments of sufficient sensitivity to permit practically exact rail positioning.

Specific examples of rail fastenings embodying the principles of the invention are illustrated by the accompanying drawing, in which:

Figure 1 is a side view of a first example with the rail and rail base parts in cross-section.

Figure 2 is a top view of the above.

Figure 3 is a top view of a second example.

More specifically, in the first example the crane runway rail 1 is supported by an inverted channel 2 laid on a beam 3. A cam-plate 4 rests on the channel 2 and a rail clip 5 is arranged on top of this plate, the latter and the clip 5, channel 2 and beam 3 all having mutually registering apertures so that a bolt 6 can be passed through all, a nut 7 being screwed on this bolt to cause the clip to press down on the plate and the top of the base of the rail.

The cam-plate 4 pivots on the bolt 6 and has a cam-edge 4^a bearing against the adjacent side edge of the base of the rail 1, and an oppositely extending part 4^b by which it may be swung or turned when the nut 7 is sufficiently loose. The effect is then the desired lateral shifting of the rail 1, it being understood that each installation will involve two sets of the described equipment so that shifting in either direction is possible. Tightening of the nut 7 locks the assembly against further shifting.

In the case of the second example, the same parts are involved except that a rectangular sliding cam-plate 8 is used instead of the pivoting plate 4. This plate 8 has a diagonal slot 8^a through which the bolt 6 passes, and one of its straight side edges bears against the adjacent side edge of the base of the rail 1. Sliding of this plate upon loosening of the nut 7 effects the action desired, duplicate sets being, of course, used with one set on each opposite rail side, while tightening of the nut effects the locking, as above described.

I claim:

A rail fastening comprising a rail base support, a cam-plate on said support, a rail clip with one end on said plate and its other end on the top of the base of a rail on said support, said support, said plate and said clip having mutually registering apertures, and a tension member arranged through said apertures and engaging said clip, said plate pivoting on said member and having a cam-edge bearing on the side edge of said base.

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