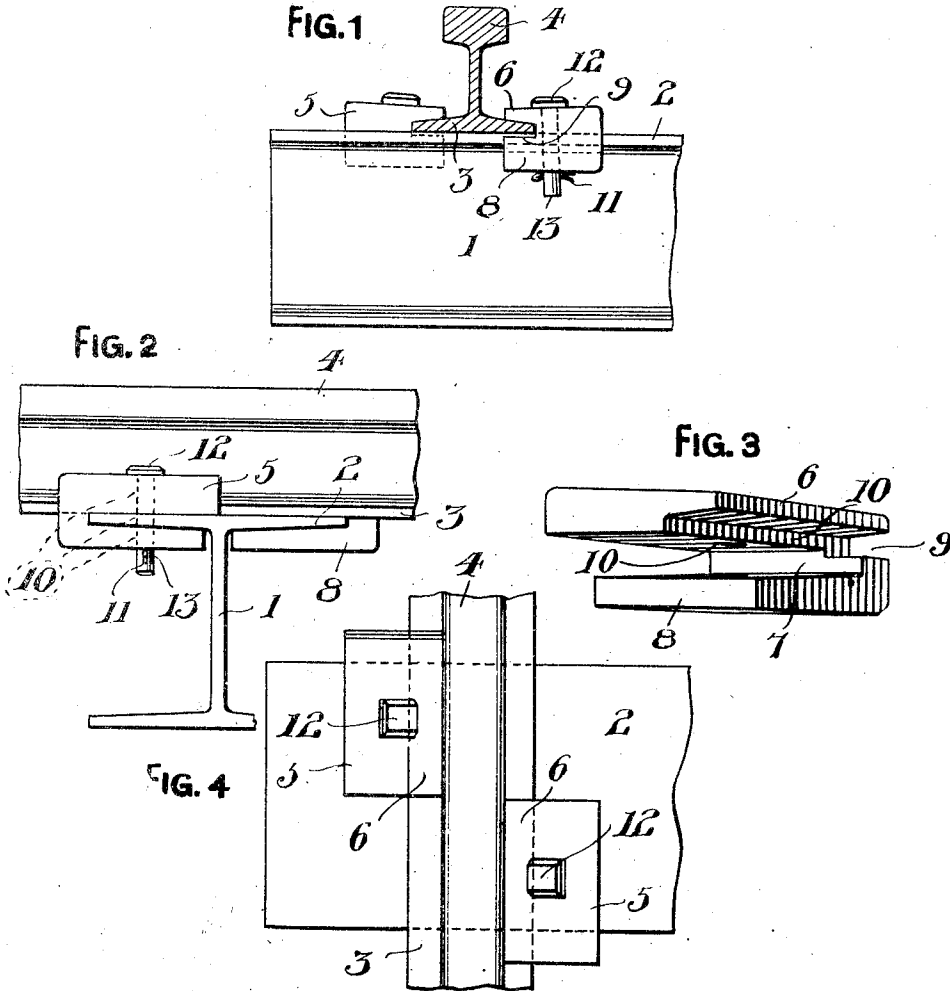


T. A. MANN.
RAIL FASTENER.
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1,056,567.

Patented Mar. 18, 1913.



WITNESSES

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THOMAS ALFRED MANN, OF McKEES ROCKS, PENNSYLVANIA.

RAIL-FASTENER.

1,056,567.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, THOMAS ALFRED MANN, a citizen of the United States of America, residing at McKees Rocks, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Rail-Fasteners, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to rail fasteners, and the objects of my invention are to furnish a metallic tie of the I-beam construction with positive and reliable means, as hereinafter set forth, for retaining rails thereon, and to provide rail fasteners that can be easily and quickly placed in position to positively hold rails whereby the same cannot become laterally or vertically displaced relatively to a tie.

Further objects of my invention are to provide rail fasteners that obviate the necessity of using bolts and nuts as a fastening medium for rails on a tie, and to provide a railway track construction that can be easily tamped in the ballast of a road bed to form a firm foundation for the great weight of rolling stock that travels over a track.

With the above and other objects in view the invention resides in the novel construction, combination and arrangement of parts to be hereinafter specifically described and then claimed.

Reference will now be had to the drawing, wherein:—

Figure 1 is a side elevation of a rail fastener in connection with a tie, Fig. 2 is an end view of the same, Fig. 3 is an enlarged perspective view of one of the rail fasteners, Fig. 4 is a plan of the rail fastener in connection with a tie.

Further describing my invention in detail with reference to the accompanying drawing, wherein like numerals denote corresponding parts throughout: 1 denotes a tie of the I-beam construction, said tie hav-

ing lateral flanges 2 for supporting the base flanges 3 of rails 4.

5 denotes fasteners having lateral extensions 6 overhanging the base flanges 3 of the rails 4. The fasteners have the outer edges thereof provided with depending webs 7 supporting inwardly projecting flanges 8. The webs 7 engage the side edges of the lateral flanges 2 with the flanges 8 extending under the flanges 2, as best shown in Fig. 2, and the webs 7 are cut away, as at 9 to provide clearance for the lateral flanges 2 of the rails 4, as illustrated in Fig. 1. The fasteners 5, and the flanges 8 and 2 are provided with alining openings 10 to receive pins 11 having heads 12 and detachable cotter pins 13, said cotter pins retaining the fasteners in engagement with the tie.

As shown in Fig. 4 it is preferable to alternately arrange the fasteners whereby the rails will be firmly retained upon the tie.

The preferred embodiments of my invention have been illustrated, but I would have it understood that the structural elements are susceptible to such variations and modifications as fall within the scope of the appended claim.

What I claim is:—

In a rail fastener, the combination with a tie of the I-beam construction, and a rail supported upon the lateral flanges thereof, of fasteners extending over the base flanges of said rails, depending webs carried by said fasteners, lateral flanges carried by said webs and cooperating with said fasteners in engaging the lateral flanges of said tie, said webs being cut away to provide clearance for said lateral flanges, and pins extending downwardly through said fasteners and said flanges.

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

THOMAS ALFRED MANN.

Witnesses:

BERTHA MANN,
MAX H. SROLOVITZ.