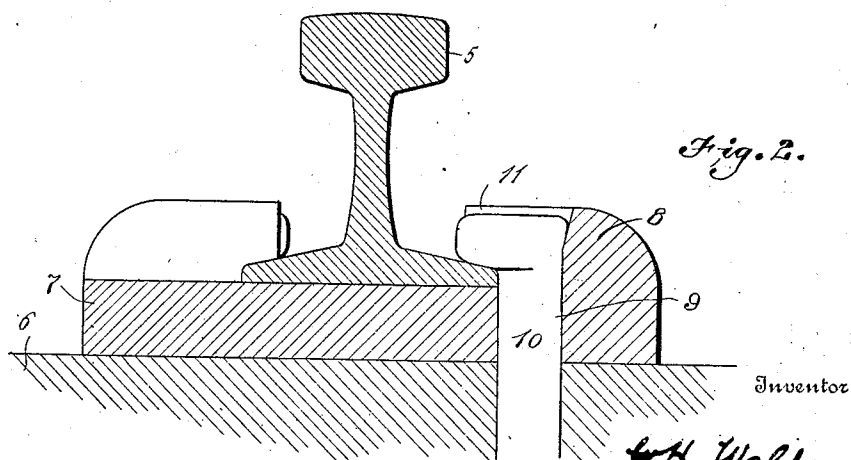
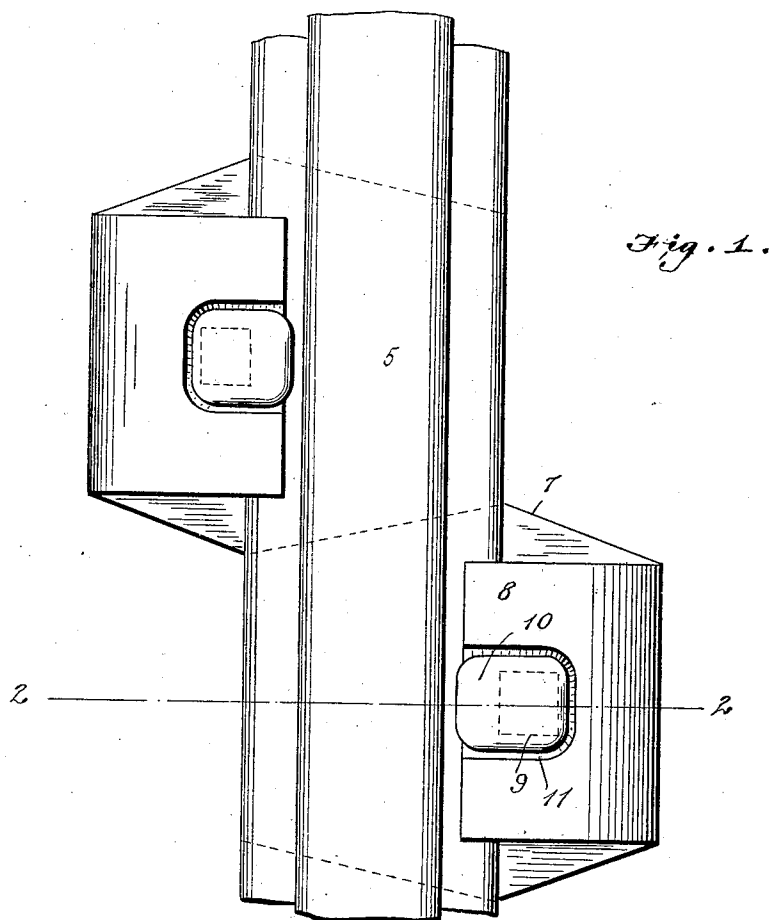


No. 858,124.

PATENTED JUNE 25, 1907.

W. H. WALDEN.
RAILWAY TRACK FASTENER.
APPLICATION FILED AUG. 18, 1906;



Witnesses

J. A. Parrow.
Maschmied

By

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UNITED STATES PATENT OFFICE.

WILLIAM HARRISON WALDEN, OF EAST MACON, GEORGIA.

RAILWAY-TRACK FASTENER.

No. 858,124.

Specification of Letters Patent.

Patented June 25, 1907.

Application filed August 18, 1906. Serial No. 331,194.

To all whom it may concern:

Be it known that I, WILLIAM HARRISON WALDEN, a citizen of the United States, residing at East Macon, in the county of Bibb and State of Georgia, have invented new and useful Improvements in Railway-Track Fasteners, of which the following is a specification.

This invention is a railway track fastener, and has for its object to provide simple and efficient means for securing the rails to the ties.

In the accompanying drawing, Figure 1 is a plan view showing the application of the invention. Fig. 2 is a transverse section on the line 2—2 of Fig. 1.

Referring specifically to the drawing, 5 denotes one of the track rails; and 6, the tie.

The invention comprises a flat plate 7 which is inserted between the tie and the base of the rail. The length of the plate is substantially the same as the length of the rail base so that a firm and solid support is provided for the rail. At one end of the plate is a clip 8 which extends over and engages the base flange of the rail. The plate also has a square opening 9 to receive the spike 10 whereby the rail is fastened to the tie. This opening is continued through the clip whereby a recess 11 is formed therein which is countersunk to receive the head of the spike at a close fit. The location of the opening is such that the spike head will engage the rail in the usual manner. In use, two of these plates will be employed on each

rail at the ties, and they will be arranged side by side with the clip of one of the plates engaging the outer base flange of the rail, and the clip of the other engaging the inner base flange. The spikes will be securely held by the plate, and it is therefore possible to use smaller ones than the ordinary, which reduces the liability of injury to the tie. When the plate settles into the tie by reason of the weight thereon, the spikes can be driven farther into the tie. The dust and dirt which collects in the spike opening above the head of the spike will prevent water from following the spike, thus preserving the tie.

The fastener herein described can be cheaply produced and readily applied and affords efficient means for preventing displacement of the rails.

I claim:—

A rail-fastener comprising a plate between the rail-base and the tie, and having at one end a clip extending over the base flange of the rail, said plate having an opening to receive a spike the head of which is engageable with the base flange of the rail, and which opening is continued through the clip to form a recess in the inner edge thereof which is countersunk to receive the head of the spike.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

WILLIAM HARRISON WALDEN.

Witnesses:

A. W. STOKES,
W. J. ROBERTS.