

(No Model.)

J. PATTERSON.
RAILWAY RAIL LOCK.

Patented Sept. 25, 1883.

No. 285,662.

Fig. 1.

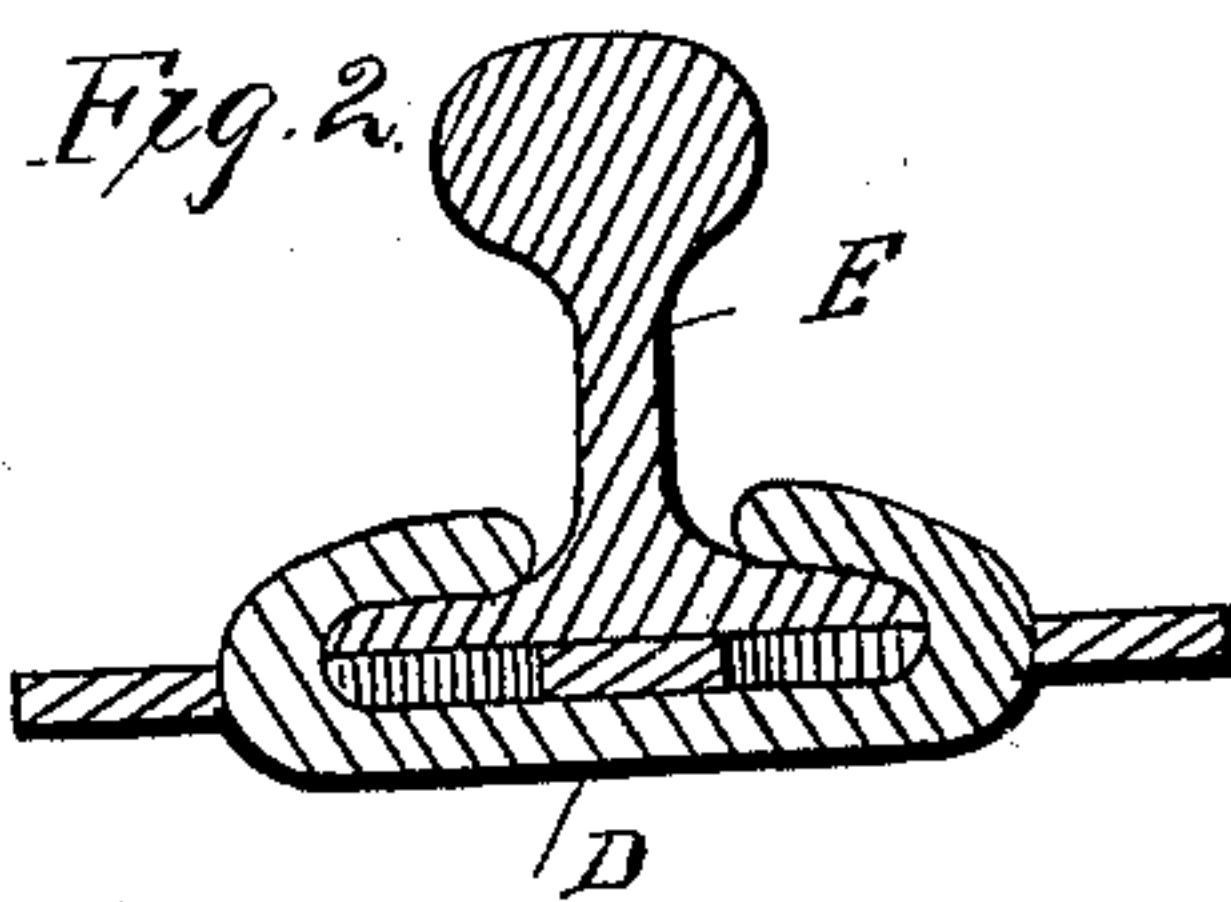
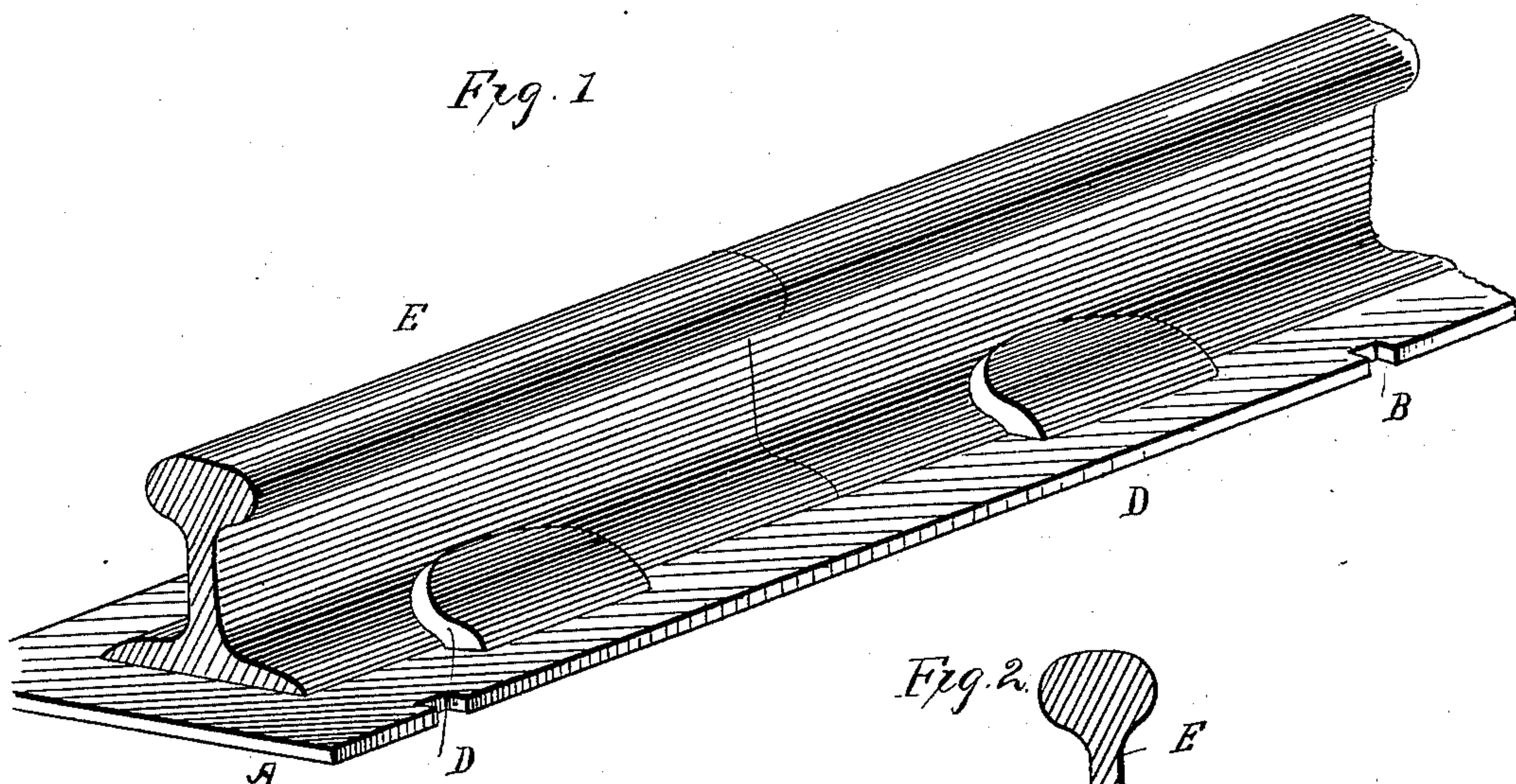


Fig. 4.

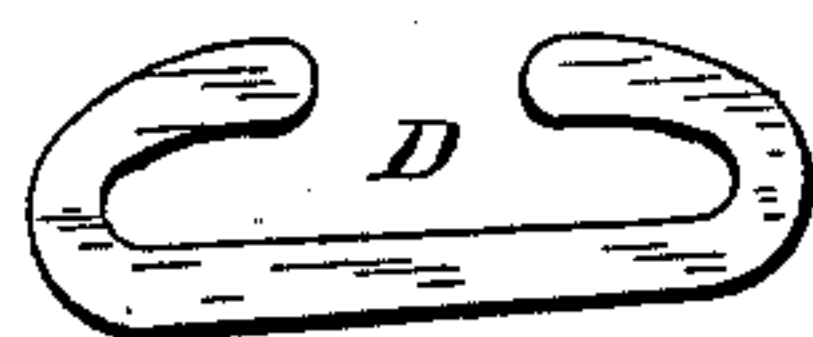
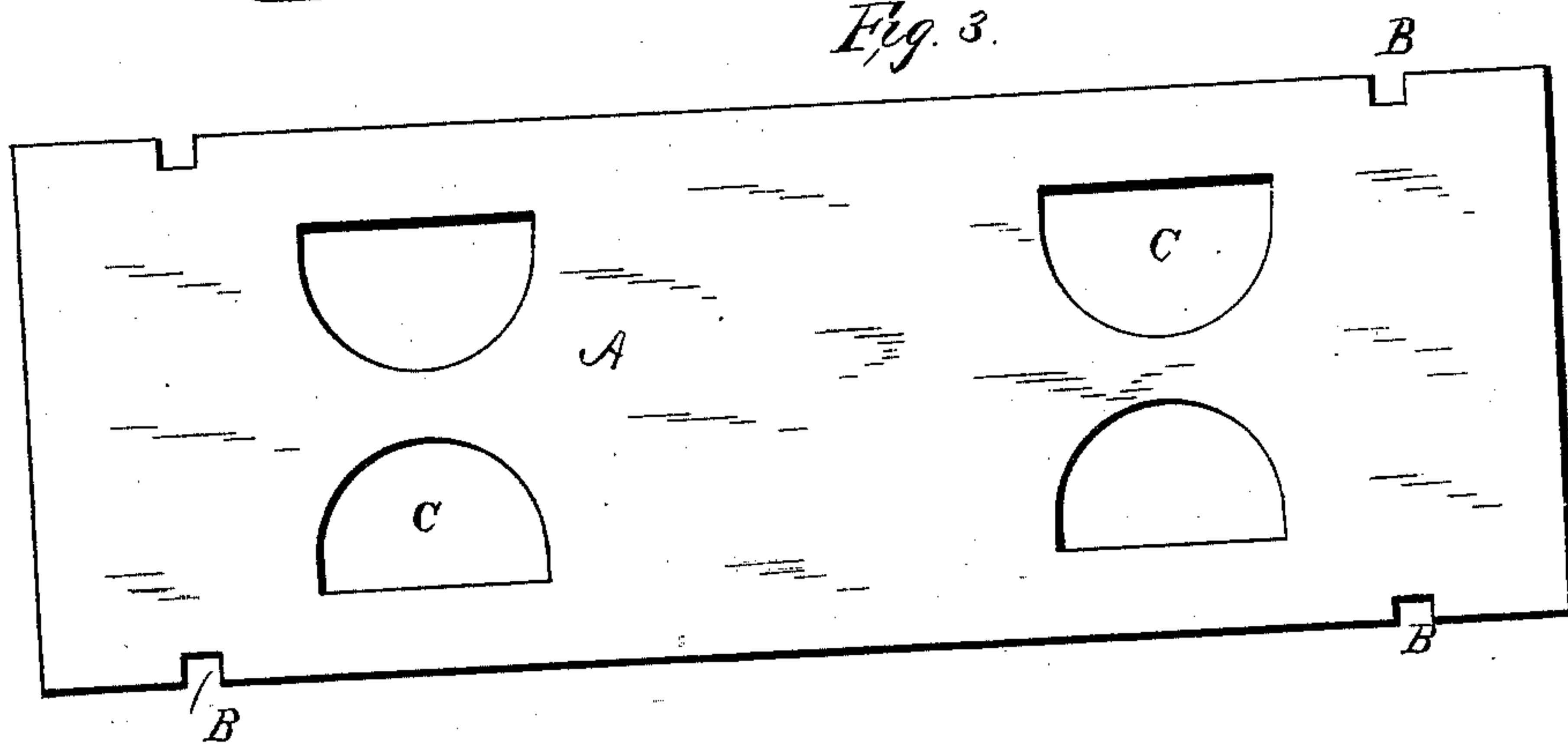


Fig. 3.



WITNESSES

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RAILWAY-RAIL LOCK.

SPECIFICATION forming part of Letters Patent No. 285,662, dated September 25, 1883.

Application filed April 13, 1883. (No model.)

To all whom it may concern:

Be it known that I, JAMES PATTERSON, of the city of Brooklyn, county of Kings, and State of New York, have invented a new and
5 Improved Railway-Rail Lock, of which the following is a specification, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to locking railway-
10 rails together by means of wrought-iron clamps combined with a wrought-iron plate, whereby the rails are held securely to the plate without the aid of bolts, nuts, or keys. The above objects I attain by the means illustrated in the accompanying drawings, in which—
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Figure 1 represents a perspective view, showing my invention; Fig. 2, a vertical sectional view on the line *xx* of Fig. 1; Fig. 3, a detached view of a locking-plate, and Fig. 4
20 a detached view of one of the locking-clamps employed in connection with the plate to lock the rails.

In the drawings, the letter A indicates a flat metallic plate, which is provided with ap-
25 ertures B, through which bolts may be passed to secure it to the cross-ties of a railroad. The said plate is provided with semicircular apertures C, through which are adapted to pass the semicircular bent ends of the metallic
30 clamps D, which overset the flanges of the rails E when in place, as indicated in Fig. 1 of the drawings. The rails are of the ordinary construction and set upon the plate, as shown in Figs. 1 and 2 of the drawings.

In applying my invention the ends of the
35 clamps are passed through the semicircular openings in the plates from below, the plate being properly bolted to the cross-ties. The flange of the rail is then inserted under the bent ends of the clamp, and the rail slipped
40 forward until fully engaged.

I am aware that a plate perforated at suitable points has been employed in connection with clamps bent at right angles and inserted
45 from below, and then bent down on the flanges of the rail; but such require special manipulation in order to secure the rails, and are not detachable, while in the present instance the clamps may be applied without bending after
50 being set in place, and may be readily removed without injury when required to replace a rail.

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

In a railroad-rail joint, the combination,
55 with the metallic plate having semicircular apertures, of the bent metallic clamps having semicircular bent ends adapted to set through the apertures and overset the flanges and lock
60 the rails, substantially as specified.

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Witnesses:

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