

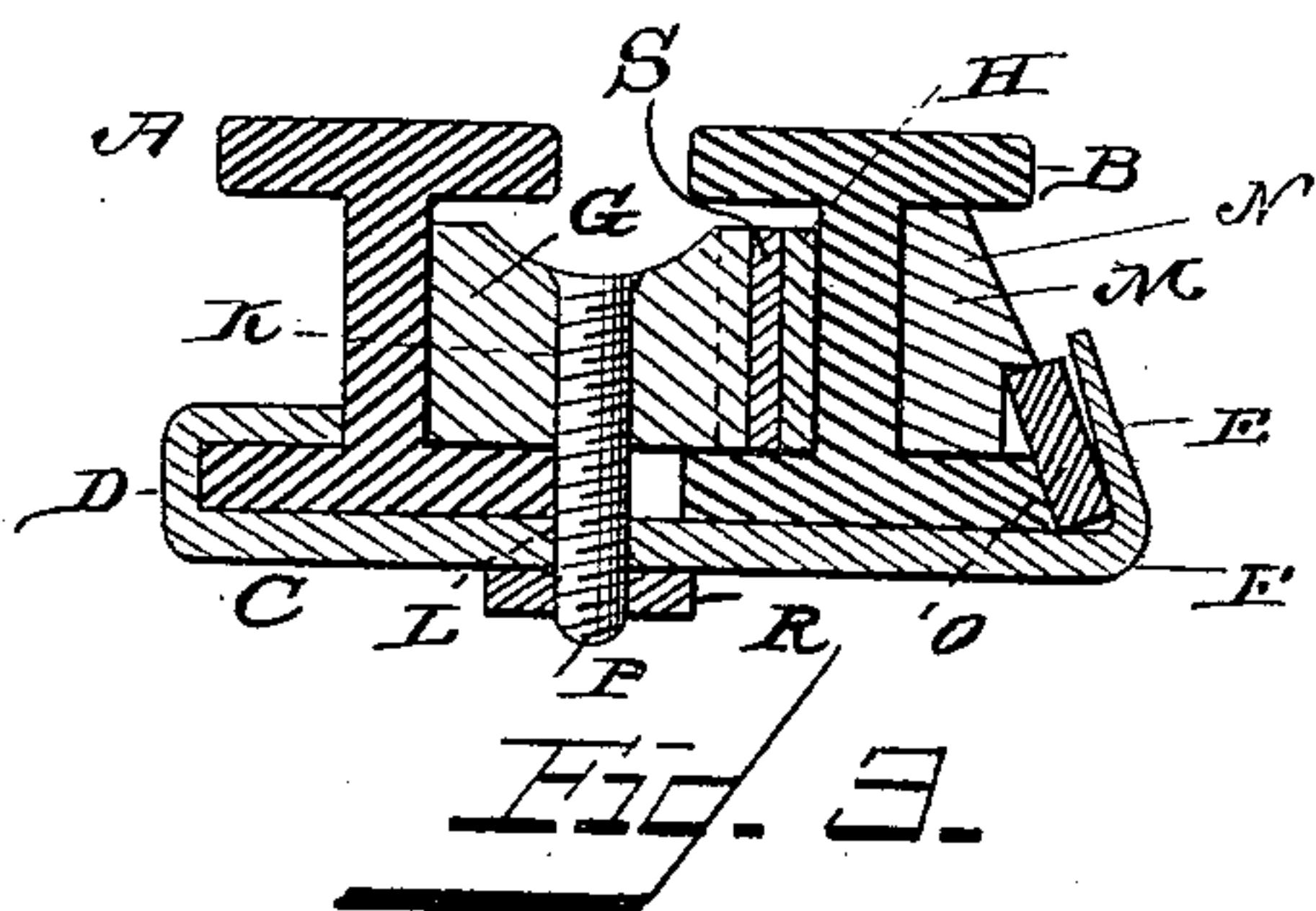
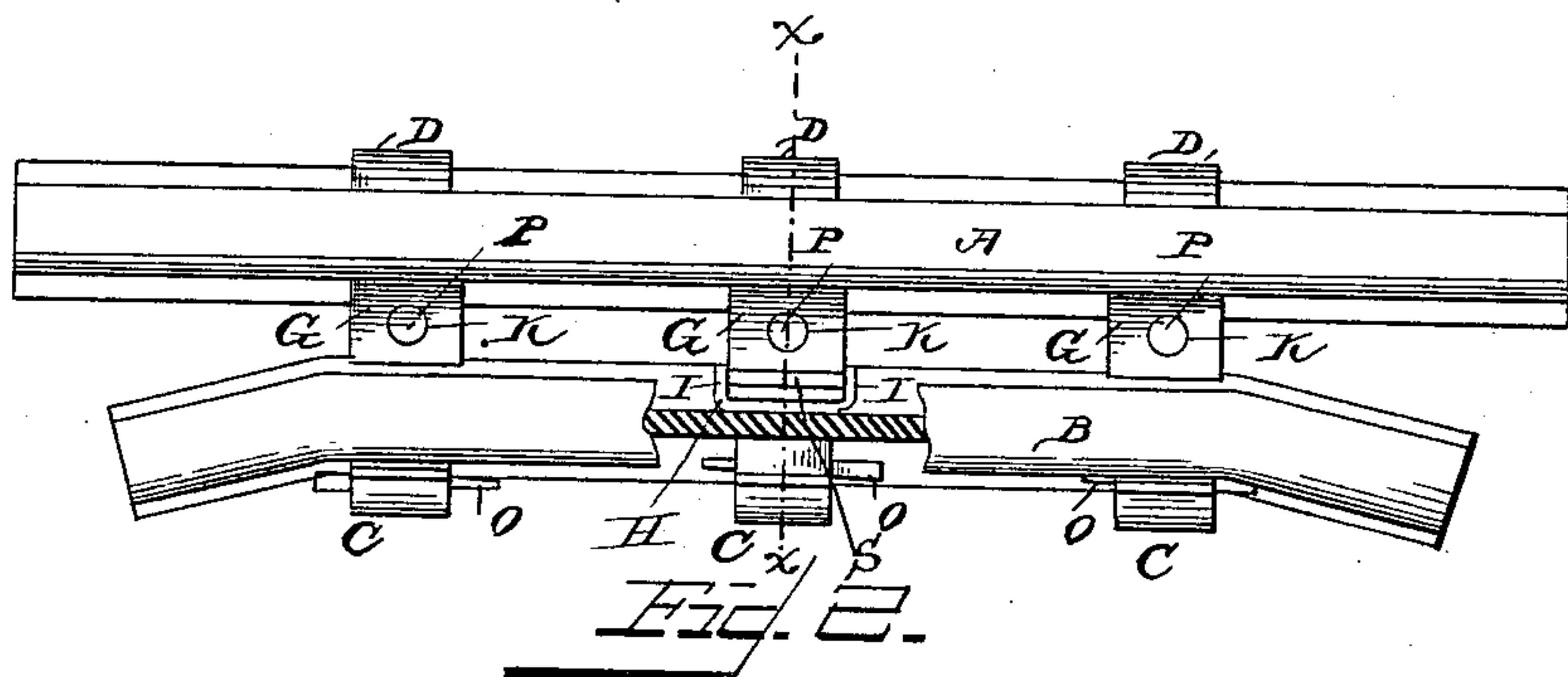
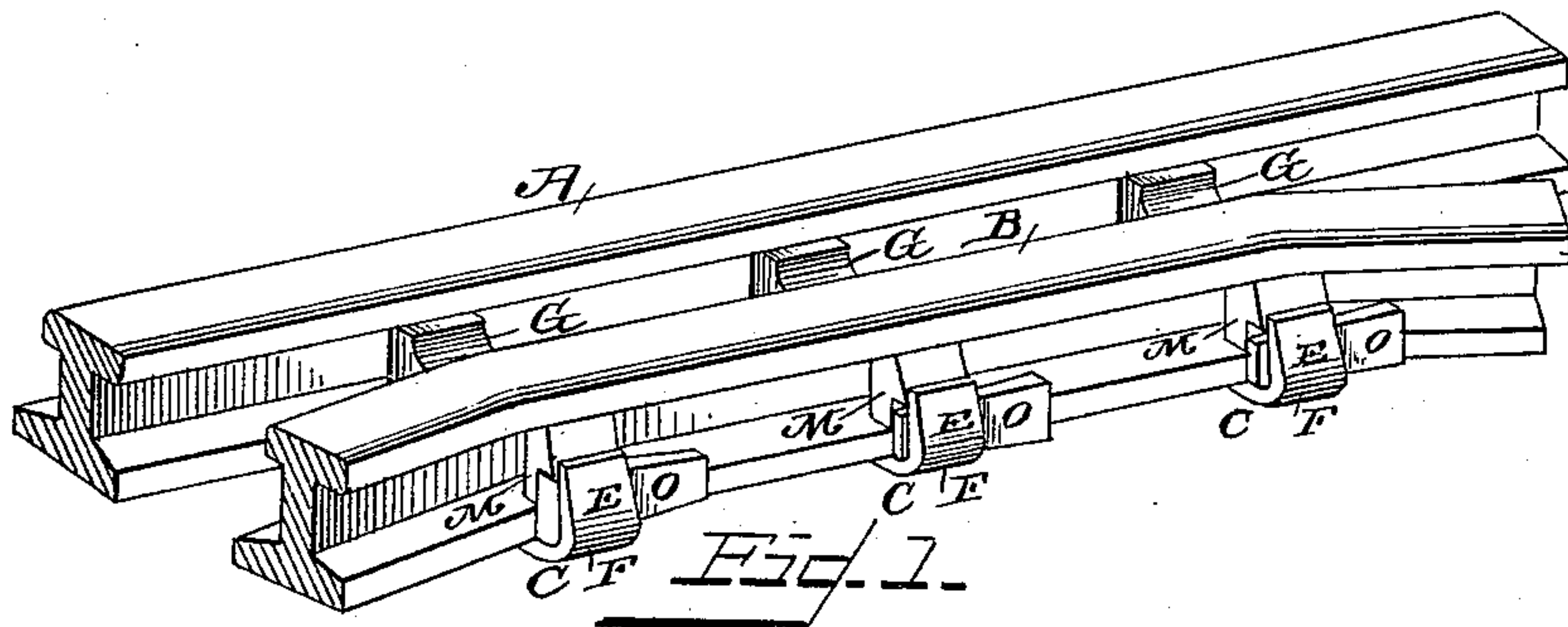
(No Model.)

H. R. WOLPERT.

TRACK FASTENER.

No. 329,870.

Patented Nov. 3, 1885.



WITNESSES

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UNITED STATES PATENT OFFICE.

HENRY R. WOLPERT, OF LANCASTER, PENNSYLVANIA.

TRACK-FASTENER.

SPECIFICATION forming part of Letters Patent No. 329,870, dated November 3, 1885.

Application filed April 14, 1885. Serial No. 162,214. (No model.)

To all whom it may concern:

Be it known that I, HENRY R. WOLPERT, a citizen of the United States, residing at Lancaster, in the county of Lancaster and State of Pennsylvania, have invented a new and useful Improvement in Track-Fasteners, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to an improvement in railway-track fasteners, and it consists in the peculiar construction and combination of devices, that will be more fully set forth hereinafter, and particularly pointed out in the claims.

The object of my invention is to provide a track-fastener for securing a guard-rail alongside the main rail without the necessity of using spikes for securing the guard-rail, and by means of which the guard-rail will be so firmly fastened in place as to enable it to withstand the strain from a train passing by the switch.

In the accompanying drawings, Figure 1 is a perspective view of an apparatus embodying my invention, showing the guard-rail secured to a part of the main rail. Fig. 2 is a top plan view of the same, partly in section; and Fig. 3 is an enlarged vertical section taken on the line *xx* of Fig. 2.

A represents the main rail, and B the guard-rail, such as is used in switches. A yoke, C, having one end, D, turned over in the form shown in Fig. 3, so as to embrace the outer side of the lower portion of the main rail, extends under the main and guard rails, and has its opposite end, E, turned upwardly, as at F, at an angle of about thirty-five degrees from the perpendicular. The yoke C is longer, slightly, than the width of the main and guard rails.

G represents a block, which is concave on its upper side, and is inserted between the main and guard rails. On one end of the block G is placed a plate, H, having its ends I turned at right angles for embracing the end of the block. Between the plate H and the block G are interposed plates S, (one or more.) My object in applying such interposed plates in the making up of the guard, is, upon wear of the side of the tread B and consequent undue widening of the opening between A and B, to close again said opening to its proper gage by removal of one or more of said interposed plates. An

opening, K, is made vertically through the center of the block G, and a similar opening, L, is made in the center of the yoke C.

M represents a block, which is placed on the inner side of the guard-rail, between said rail and the end F of the yoke. The outer face, N, of this block is inclined parallel with the inner face of the upturned end F of the yoke, and in the space between the block N and the end F is driven a wedge or key, O, which binds the guard-rail tightly against the block G and secures it firmly to the main rail.

In order to prevent the possibility of the block G working loose from between the guard and main rails, I pass a bolt, P, down through the openings K and L, and secure said bolt by a nut, R, which is screwed on its lower end. As shown in Fig. 3, three sets of these fastening devices are employed for fastening the guard-rail to the main rail; but as many sets may be employed as will be found necessary, according to the length of the guard-rail.

Having thus described my invention, I claim—

1. The combination, with the guard and main rails, of the yoke C, having the turned-over end D and the upturned end F, the block G, plate H, having ends I, turned at right angles for embracing the block, plates S, between the block and plate H, said block and plates being inserted between the rails, the block M, having the inclined face N, and the wedge O between the block M and the upturned end F of the yoke C, substantially as described.

2. The combination, with the guard and main rails, of the yoke C, having the turned-over end D and the upturned end F, the block G, plate H, having ends I, turned at right angles for embracing the block, plates S, between the block and plate H, said block and plates being inserted between the rails, the block M, having the inclined face N, and the wedge O between the block M and the upturned end F of the yoke C, and the vertical bolt passing through the block G and the yoke C, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

Witnesses: HENRY R. WOLPERT.

E. G. SIGGERS,

WM. N. MOORE.