

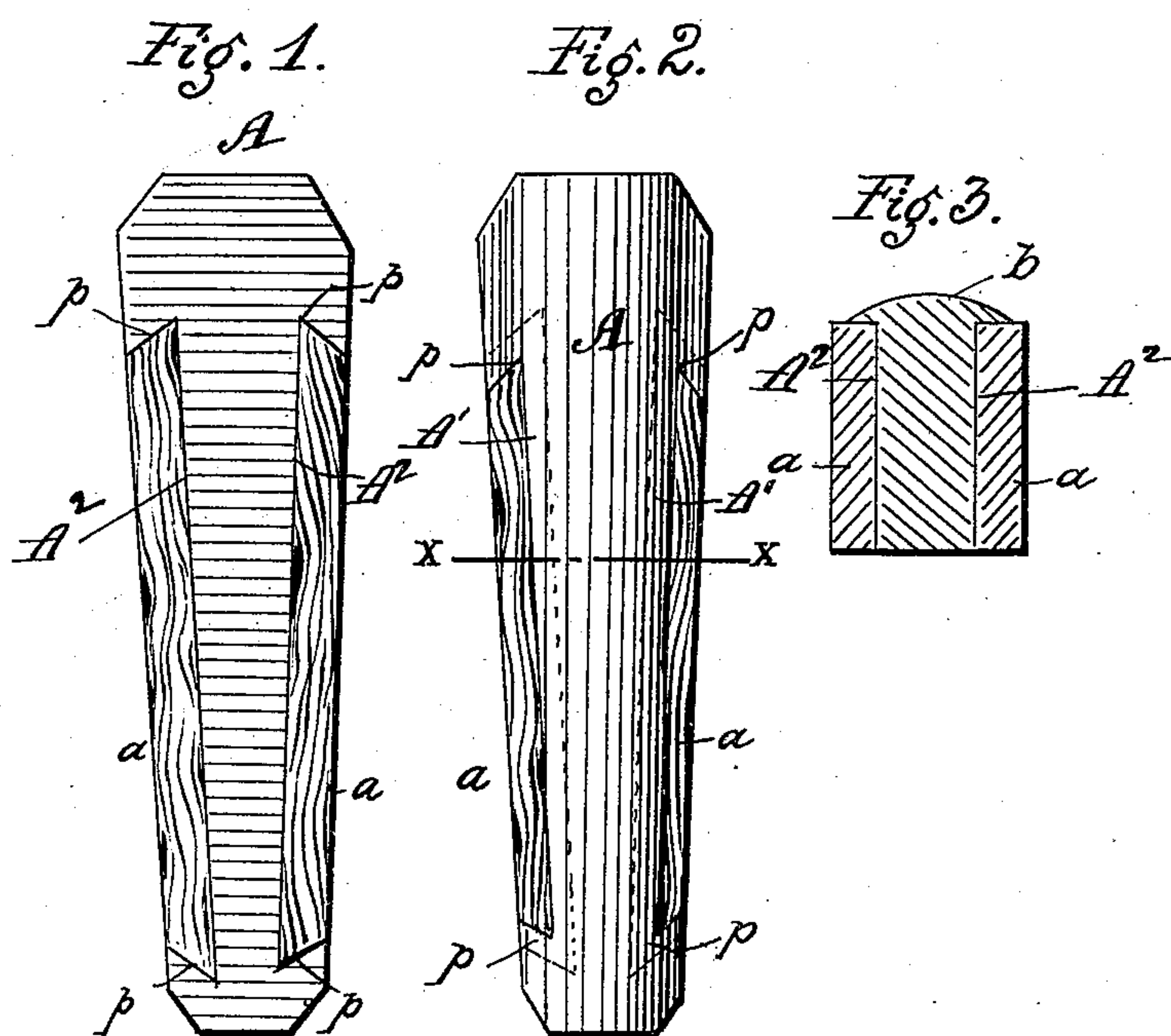
(No Model.)

T. DESPIAU.

WEDGE OR KEY FOR SECURING RAILROAD RAILS IN CHAIRS.

No. 414,878.

Patented Nov. 12, 1889.



Witnesses:

H. de Vos.

E. L. Richards

Inventor:

Théodore Despiou.

By

Richards & Co.

Attorneys.

# UNITED STATES PATENT OFFICE.

THEODORE DESPIAU, OF AIGUES-MORTES, FRANCE.

## WEDGE OR KEY FOR SECURING RAILROAD-RAILS IN CHAIRS.

SPECIFICATION forming part of Letters Patent No. 414,878, dated November 12, 1889.

Application filed May 14, 1889. Serial No. 310,729. (No model.) Patented in France December 16, 1886, No. 180,245; in Belgium June 8, 1887, No. 77,751, and in England June 10, 1887, No. 8,377.

### *To all whom it may concern:*

Be it known that I, THEODORE DESPIAU, a citizen of the French Republic, residing at Aigues-Mortes, in said Republic, have invented a new and useful Wedge or Key for Securing Railroad-Rails in their Chairs, (for which I have obtained a patent in France dated December 16, 1886, No. 180,245; in Belgium dated June 8, 1887, No. 77,751, and in England dated June 10, 1887, No. 8,377,) of which the following is a full, clear, and exact description.

The wedge which is the object of this invention is designed to take the place of the wooden wedges ordinarily used for securing rails in their chairs. It affords all the advantages which it has been endeavored to obtain without the disadvantages of some means which have been tried without yielding the desired results. It is composed of a piece of cast or wrought iron, the two lateral surfaces of which are cut out in such a manner as to allow the introduction of two wooden plates provided with beveled edges, and which consequently form a dovetail joint with the iron part.

In the annexed drawings, Figure 1 shows a bottom view of a wedge provided with the wooden plates. Fig. 2 shows a top view, and Fig. 3 shows a transverse section on the line X X of Fig. 2.

As shown in Fig. 2, the metallic part A of the wedge is recessed on each side, as shown at A<sup>2</sup>, and provided on its top end with two collars A', projecting for about one-third of the distance over the wooden plates *a*. This upper end of the wedge is slightly arched, as shown at *b* in Fig. 3, and the projecting collars A' prevent the water from penetrating

between the wood and the metal. The wooden plates are made to fit somewhat tightly in the recesses hollowed out for their reception, and are in this manner and by the dovetailing of the ends of the recesses at *p* and by the collars A' sufficiently held at their place, so that they will not be displaced while the wedges are handled, and it is of course understood that as soon as the wedges are put in their place a displacement is impossible.

It is preferable to use impregnated compressed wood.

These wedges can be strongly driven, without being spoiled, until the rail is well secured, and no breaking of the chairs is to be apprehended. Their elasticity and invulnerable adherence give the track a great stability, make the maintenance easier and cheaper, and preserve the rolling-stock against the shocks occasioned by the bad adherence of the ordinary wedges, in consequence of which both material and passengers will be less tired and their safety is considerably increased.

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

In a wedge for securing railway-rails, the combination, with the metallic portions recessed, as set forth, and having the top collars A' and end dovetails *p*, of the wooden portions *a*, fitting said recesses, substantially as described.

In testimony that I claim the foregoing I have hereunto set my hand this 18th day of January, 1889.

THEODORE DESPIAU.

Witnesses:

GREGORY PHELAN,  
E. LAMBERTON.