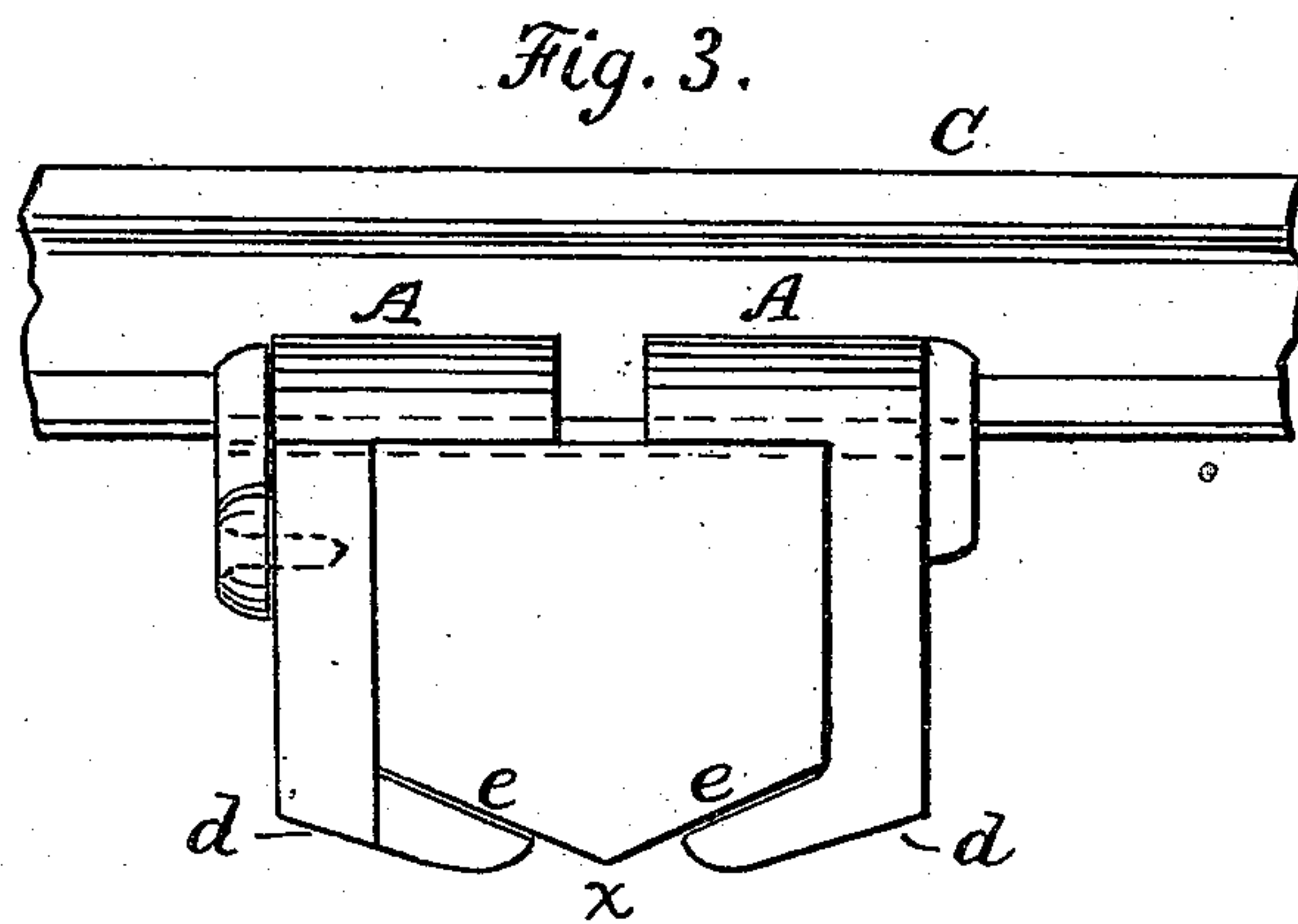
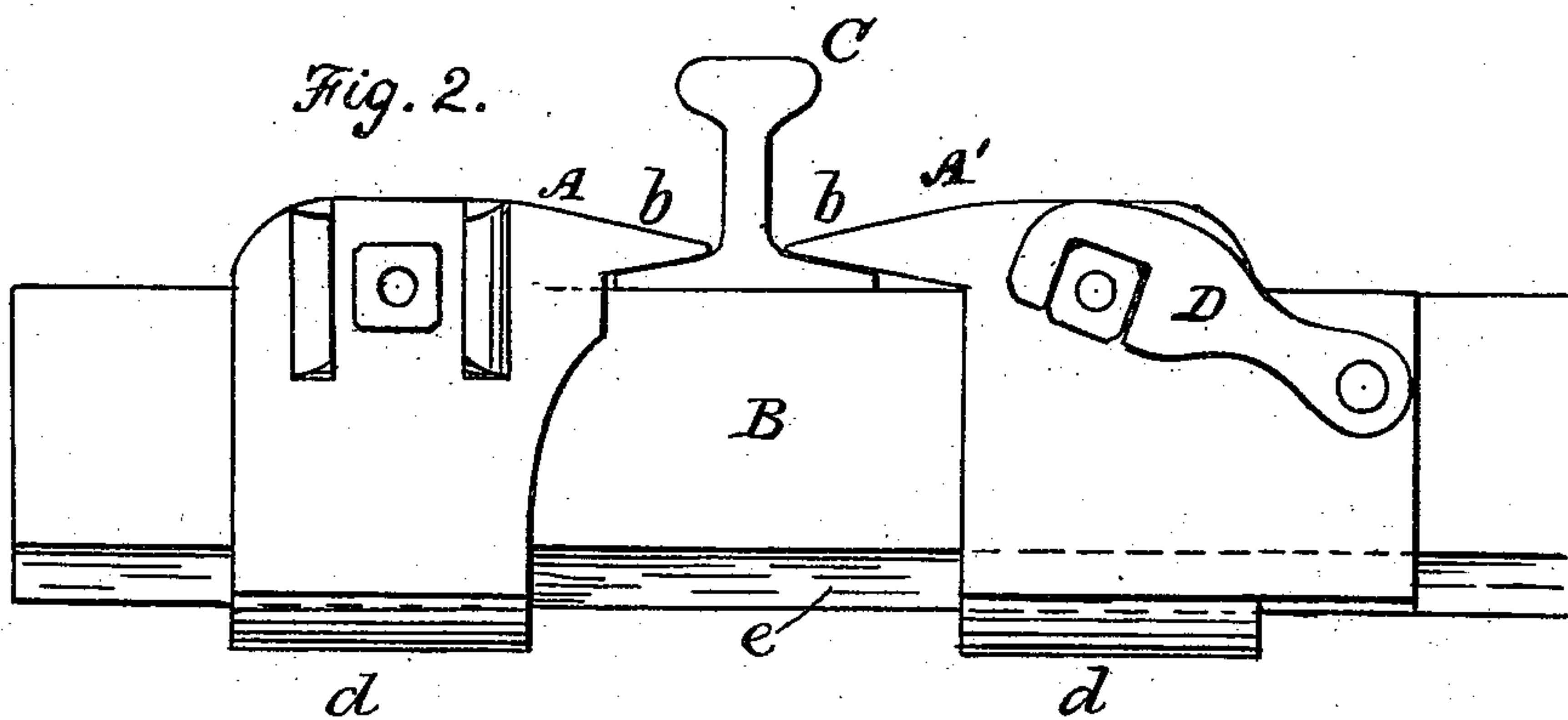
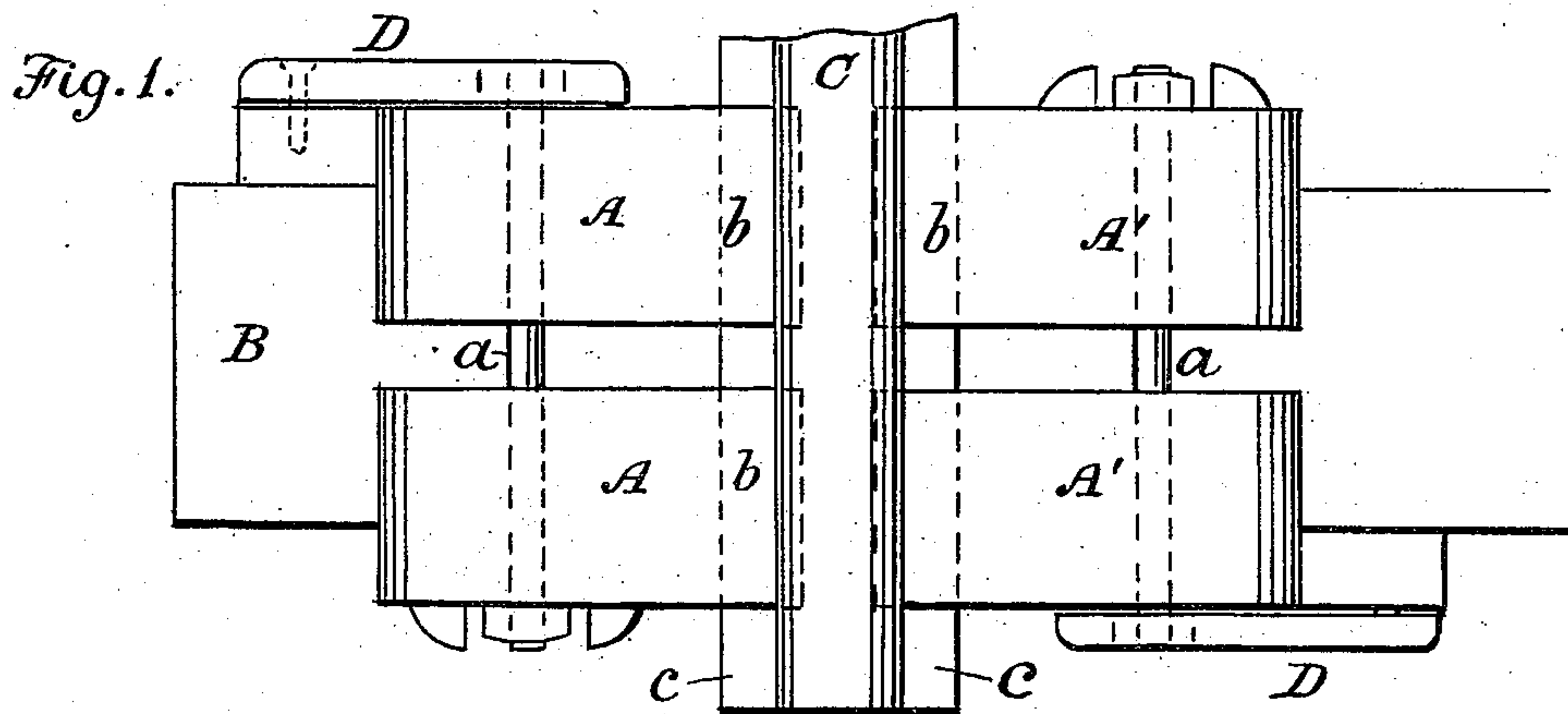


(No Model.)

E. McCANN.  
RAIL FASTENING FOR RAILWAYS.

No. 549,931.

Patented Nov. 19, 1895.



Witnesses:  
H. C. Tamm  
H. A. Daniels

Inventor:  
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Attorney

# UNITED STATES PATENT OFFICE.

EDWARD McCANN, OF ONEONTA, NEW YORK.

## RAIL-FASTENING FOR RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 549,931, dated November 19, 1895.

Application filed May 17, 1895. Serial No. 549,691. (No model.)

*To all whom it may concern:*

Be it known that I, EDWARD McCANN, a citizen of the United States, residing at Oneonta, in the county of Otsego and State of New York, have invented certain new and useful Improvements in Rail-Fastenings for Railways; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to rail-braces for railways; and it consists in certain improvements in the construction of the same, as hereinafter described and claimed.

In the accompanying drawings, Figure 1 represents a plan view of a railway-rail with my invention applied thereto. Fig. 2 is a side view of a tie with the bracing devices, the rail being shown in end view. Fig. 3 is an elevation showing the tie in end view with the braces applied, the rail being shown in side view.

For bracing and securing the rails I employ a series of clamps which are constructed to grasp the tie and also bind the flange of the rail thereto, the clamps being usually placed at or near the joints of rails. Each of said clamps is made in two parts, designated A and A', respectively, which are applied to opposite sides of the cross-tie B. The upper part of each part of the clamp extends over the upper surface or top of the tie B toward the center line, as seen in Fig. 1, and has a bevel lateral extension b, which when the clamp is in place extends over and binds on a flange c of the rail C. The lower portion d of each part of the clamp extends under the tie B and bears against it. The two parts A A and A' A' of the clamp are secured by a bolt a, extending across the tie B.

The tie to which the clamps are secured is provided with two lower faces e, which are inclined downward and form centrally an obtuse angle, as seen at x, and the lower jaws d of the parts A A' are correspondingly formed with diagonal faces to fit the lower sides of the tie.

As seen in Fig. 1, two of the clamps are located one at each side of a rail to secure the rail at one point, the two clamps binding the opposite flanges c of the rail.

D indicates latches, one of which is pivotally connected with each clamp in position to close on the head of the securing-bolt a to prevent any turning of the bolt, the latch being provided with an angular recess h to correspond with the form of the bolt-head.

The jaws of the clamps binding against the inclined surfaces of the tie form a very firm connection with it.

I claim—

The combination with a railway tie, the lower part of which is beveled to form two converging inclined surfaces, of a clamp made in two parts, the upper portions of which are provided with lateral projections, adapted to bind the flange of a rail, the lower portions being formed to close against the inclined surfaces of said tie, and a securing bolt which connects the two parts of the clamp, substantially as and for the purposes described.

In testimony whereof I have affixed my signature in presence of two witnesses.

EDWARD <sup>his</sup> × McCANN.  
mark

Witnesses:

C. L. WILBUR,  
A. R. GIBBS.