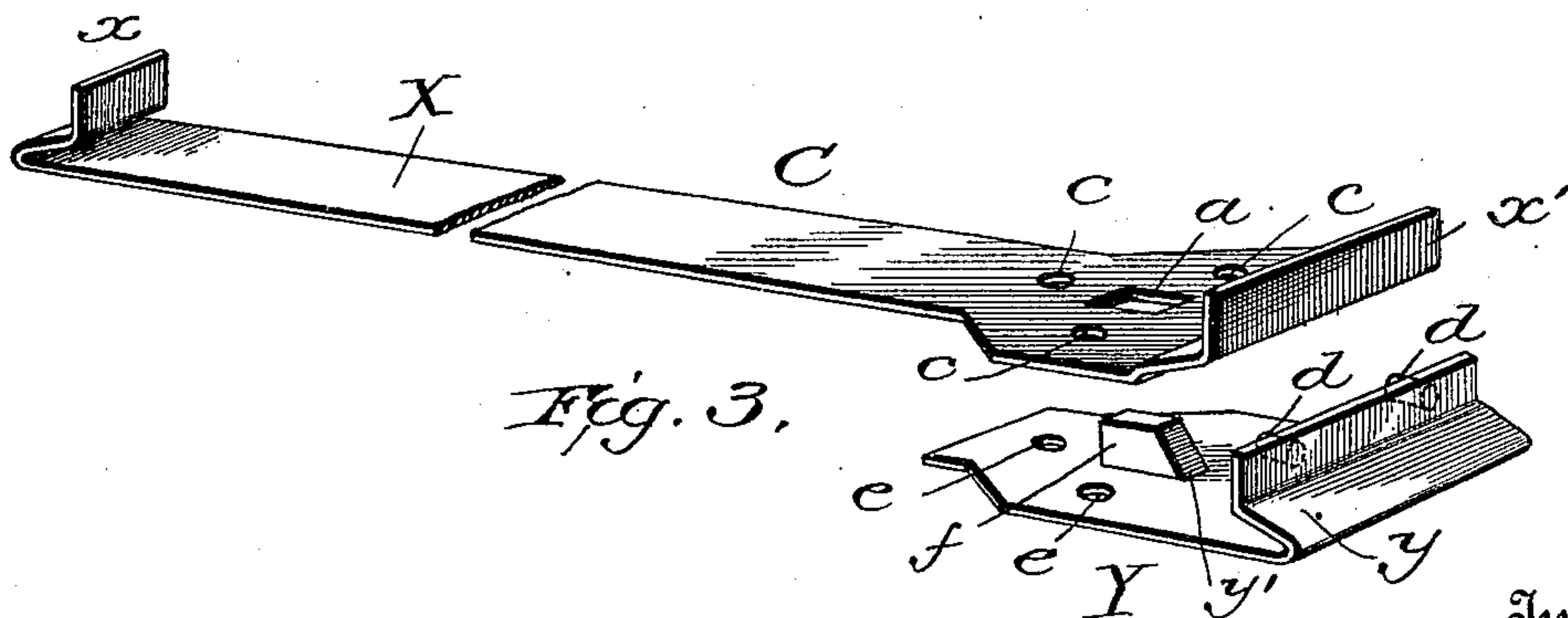
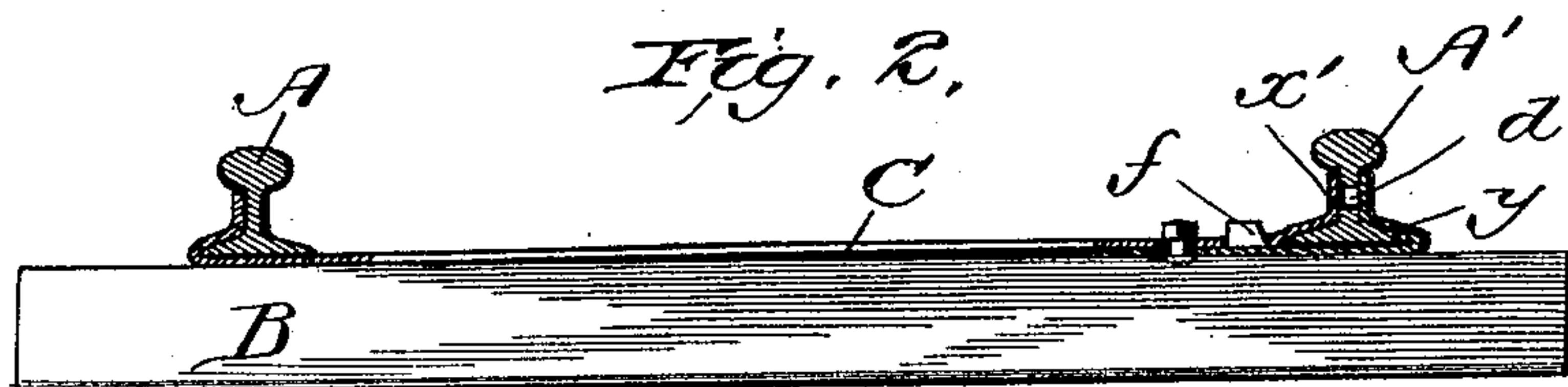
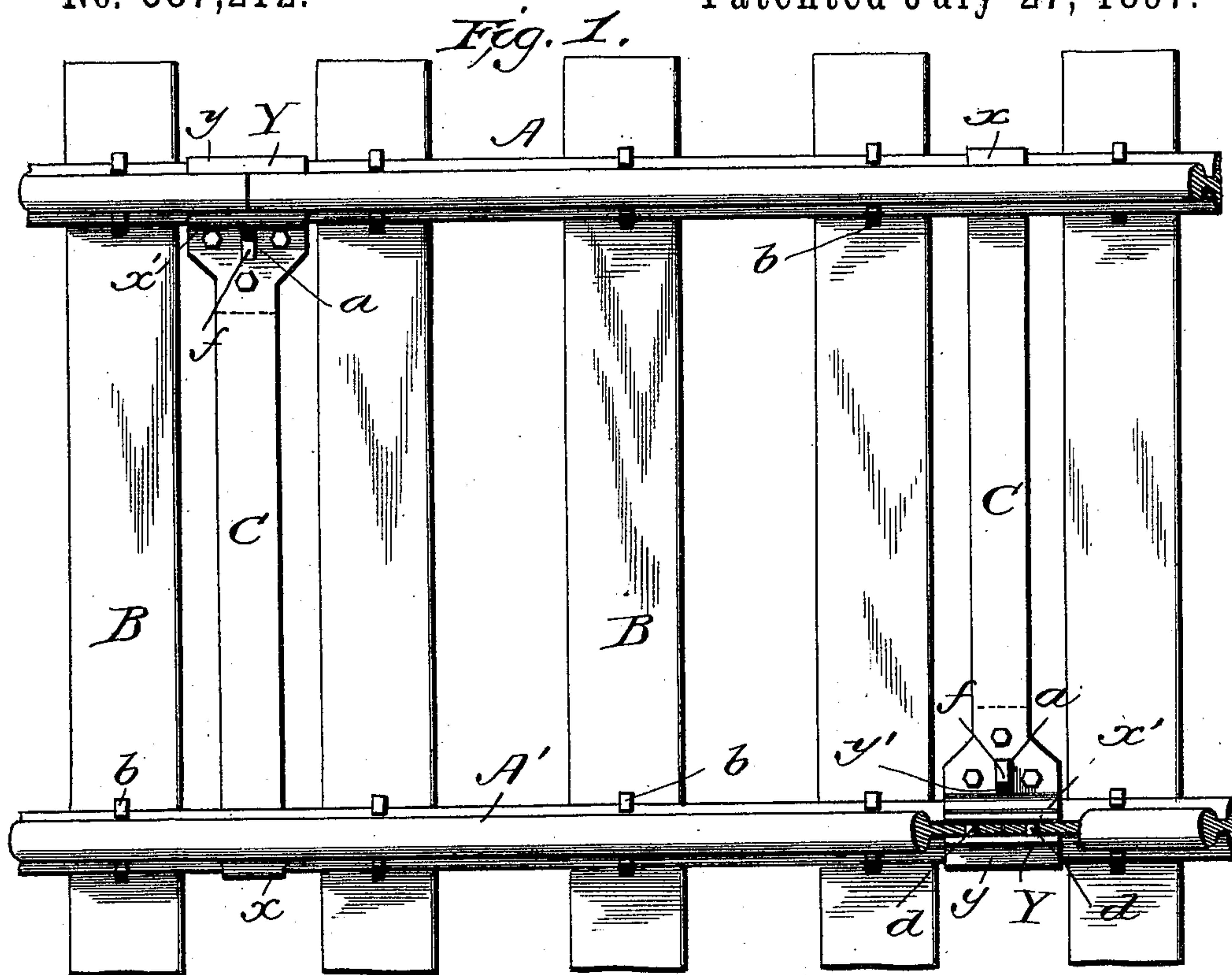


(No Model.)

W. M. KEENEY.
FASTENING FOR RAILWAY TRACKS.

No. 587,212.

Patented July 27, 1897.



Witnesses:
W. L. Seiden.
B. H. Miller.

Inventor:
William M. Keeney.
By his Attorneys,
Palmer Davidson Wright

UNITED STATES PATENT OFFICE.

WILLIAM M. KEENEY, OF JACKSBOROUGH, TENNESSEE.

FASTENING FOR RAILWAY-TRACKS.

SPECIFICATION forming part of Letters Patent No. 587,212, dated July 27, 1897.

Application filed March 5, 1897. Serial No. 626,084. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM M. KEENEY, a citizen of the United States, residing at Jacksborough, in the county of Campbell and State of Tennessee, have invented certain new and useful Improvements in Braces and Fastenings for Railway-Tracks, of which the following is a specification.

The object of my invention is to provide improved means for securing together the adjacent ends of the rails of a railway-track and for bracing and tying together rails on opposite sides of the track.

In carrying out my invention I provide a series of plates adapted to extend from the rails on one side of the track to those on the opposite side and which are formed with flanges engaging the sides of the rails and which connect with flanged plates provided with means for attachment to the two opposing ends of the rails, the arrangement being such that the ordinary fish-plates and horizontal bolts are dispensed with, vertical bolts being substituted and a secure and readily-detachable connection being formed.

In the accompanying drawings, Figure 1 is a plan view of a section of a railway-track with my improvements applied. Fig. 2 shows a transverse section on the line 2 2 of Fig. 1. Fig. 3 shows an enlarged view in perspective, partly broken away, of the two members of my improved bracing and fastening devices.

The rails A A' are of the usual form and are secured to cross-ties B by spikes *b* in the usual way. The combined bracing and fastening plates C are arranged at suitable distances apart. As shown in the drawings, they are arranged wherever two rails come together end to end.

The member X is formed, preferably, of thick sheet metal and has at one end a bent or flanged portion *x*, adapted to fit around the base of the rail, as shown in Fig. 2. At its opposite end the plate is enlarged and is formed with a bent or flanged end *x'*, adapted to fit over the base of a rail, as shown in Fig. 2. The enlarged portion of the plate X is formed with a square hole *a* and with a number of perforations or slots *c*, three being shown.

The member Y is formed with a bent or flanged portion *y*, adapted to fit beneath and over the base of a rail, as indicated in Fig. 2,

and this flanged portion is provided with studs *d*, which fit into holes in the ends of two rails, as indicated in Figs. 1 and 2. The member Y is also formed with bolt-holes *e* and with a lug *f*, adapted to pass through the square opening *a*. One end of this lug is tapered or inclined at *y'*, the arrangement being such that when the parts are assembled and the lug is passed through the hole *a* the two members X and Y will be drawn together and held under tension.

Bolts are passed through the bolt-holes *c* and *e*, and nuts are applied to the bolts in the usual manner. The bolt-holes in the member Y may be slightly elongated, so as to register with the bolt-hole *c* when the two members are moved relatively to each other when being put under tension.

The two members X and Y extend under the rails, while the flanged portions extend over the bases thereof. As indicated, the construction is such that the abutting ends of the rails are held securely in line with each other without the use of fish-plates, and the rails on opposite sides are held proper distances apart and are prevented from either spreading or moving toward each other. The braces are preferably connected with the rails between the ties and may thus be applied to any track already constructed, and whenever desired the braces may readily be removed and replaced, if necessary.

While I prefer to employ a combined brace and fastening device, the member X might be terminated at the point *z*, if desired, and the fastening device alone used.

I claim as my invention—

1. The combination of the rails, the two plates one of which is flanged at one end to extend over the base of the rail on the outside thereof, and flanged at the opposite end to extend over the base on the inside of the rail and on the other of which is flanged to extend over the base of the rail on the outside and which is formed with a lug having an inclined end and extending through an opening in the first-mentioned plate, substantially as described.

2. A fastening for railway-rails comprising a plate formed with an opening, and with bolt-holes and provided with a flange adapted to extend over the base of the rail on the inside thereof, in combination with another

plate provided with bolt-holes and a lug having an inclined end and extending through the opening in the first-mentioned plate, and provided also with a flange adapted to extend over the base of a rail on the outside thereof and having studs extending into holes in the adjacent ends of two abutting rails.

In testimony whereof I have hereunto subscribed my name.

WILLIAM M. KEENEY.

Witnesses:

J. H. FORRESTER,
ALEX. LOYD.