No. 741,943. PATENTED OCT. 20, 1903.

L. SWEENEY.

TRACK FASTENING.

APPLICATION FILED AUG. 6, 1903.

NO MODEL.

FIG. 1.

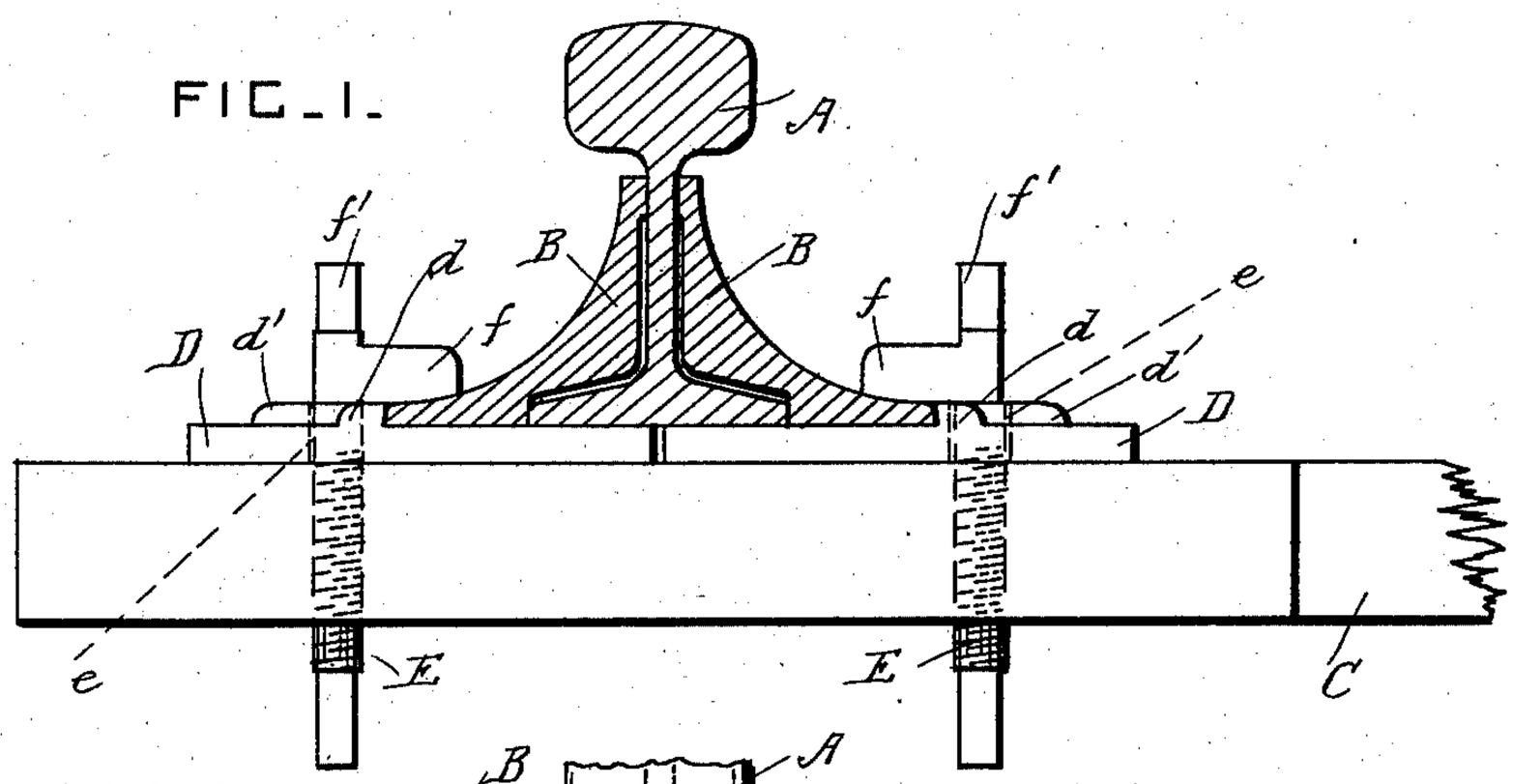


FIG. 2.

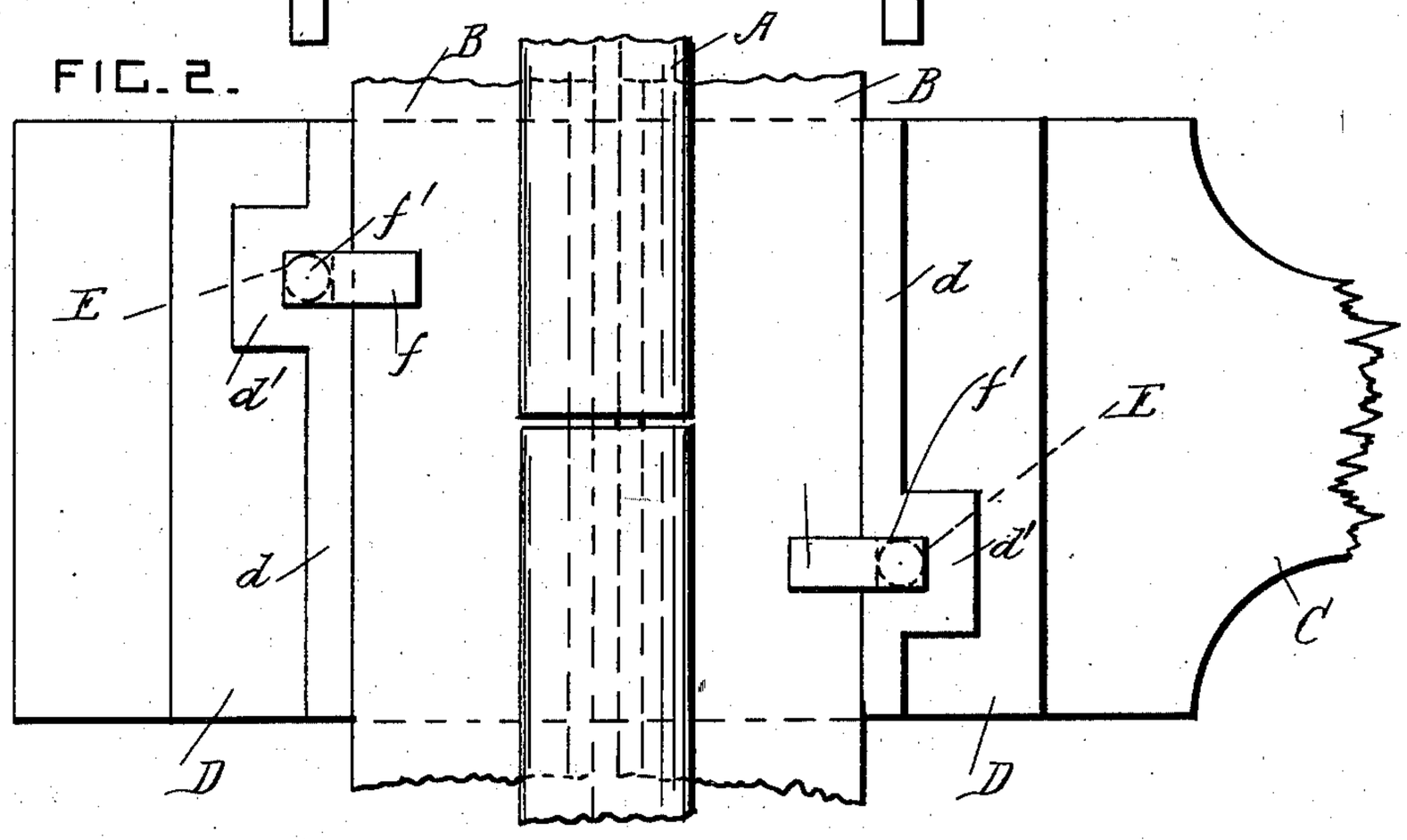
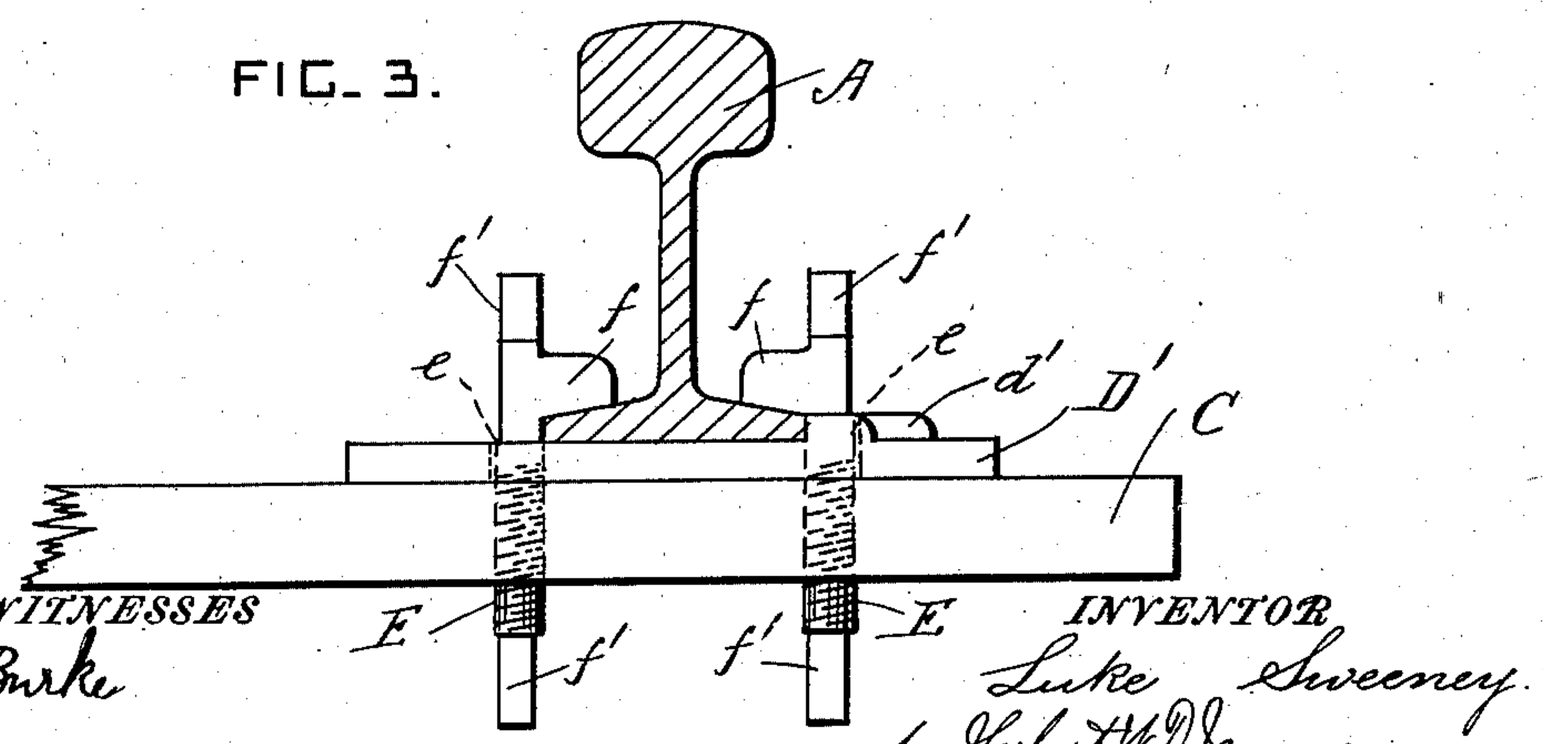


FIG. 3.



WITNESSES

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No. 741,943. Patented October 20, 1903.

UNITED STATES PATENT OFFICE.

LUKE SWEENEY, OF TERRE HAUTE, INDIANA.

TRACK-FASTENING.

SPECIFICATION forming part of Letters Patent No. 741,943, dated October 20, 1903.

Application filed August 6, 1903. Serial No. 168,434. (No model.)

To all whom it may concern:

Be it known that I, LUKE SWEENEY, a citizen of the United States, residing at Terre Haute, in the county of Vigo and State of Indiana, have invented certain new and useful Improvements in Track-Fastenings; 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 track-fastenings for railroads; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed.

In the drawings, Figure 1 is an end view of the track-fastening, partly in section. Fig. 2 is a plan view of the same. Fig. 3 is an end view showing a modification of the track-fastening.

A is a railroad-rail of any approved construction or cross-section.

B represents the joint-plates of the rail, which also may be of any approved construction, but which are preferably angle-shaped in cross-section.

C is a tie, which extends crosswise under the rails.

D represents chair-plates provided with longitudinal ribs *d* on their upper sides and bosses *d'*, having holes *e*.

E represents screws having projections *f* on one side of their upper end portions and square portions *f'* at each end for engaging with a wrench. The chair-plates are arranged under the rail with the ribs *d* against the edges of the joint-plates, and the screws are screwed into the tie until the projections *f* come in contact with the upper surfaces of the joint-plates and hold the rails and joint-plates securely in position. The lower end portions of the screws engage with the ground below the tie and assist in keeping the track in its proper position. The square portion on the lower end of the screw also affords a means for removing the lower part of the screw by means of a wrench should it become broken off below the projection.

In the modification shown in Fig. 3 the joint-plates are dispensed with and a single chair-plate is used. This chair-plate D' extends under the rail, so that two screws are passed through holes in it. In the form of the device shown in Figs. 1 and 2 two chair-plates are used, and each chair-plate projects part way under the rail.

What I claim is—

1. In a track-fastening, the combination, with a chair-plate, and a tie; of a screw which engages with the said tie and which has a projecting lower end which engages with the ground below the tie, and a projection on the upper part of the said screw for holding the rail in position.

2. In a track-fastening, the combination, with a tie, and a chair-plate provided with a longitudinal rib, a boss and a hole through the boss; of a screw which engages with the said tie and which has a projecting lower end which engages with the ground below the tie, said screw being passed through the said hole in the chair-plate and provided with a projection on its upper part for holding the rail in place.

3. In a track-fastening, the combination, with a tie, a rail, and two angle-shaped joint-plates; of two chair-plates each extending part way under the rail and provided with ribs which bear against the joint-plates, and screws which pass through holes in the said chair-plates and engage with the said tie, said screws being provided with projections which engage with the said joint-plates.

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

LUKE SWEENEY.

Witnesses:
MARY SWEENEY,
Mrs. DARR.