

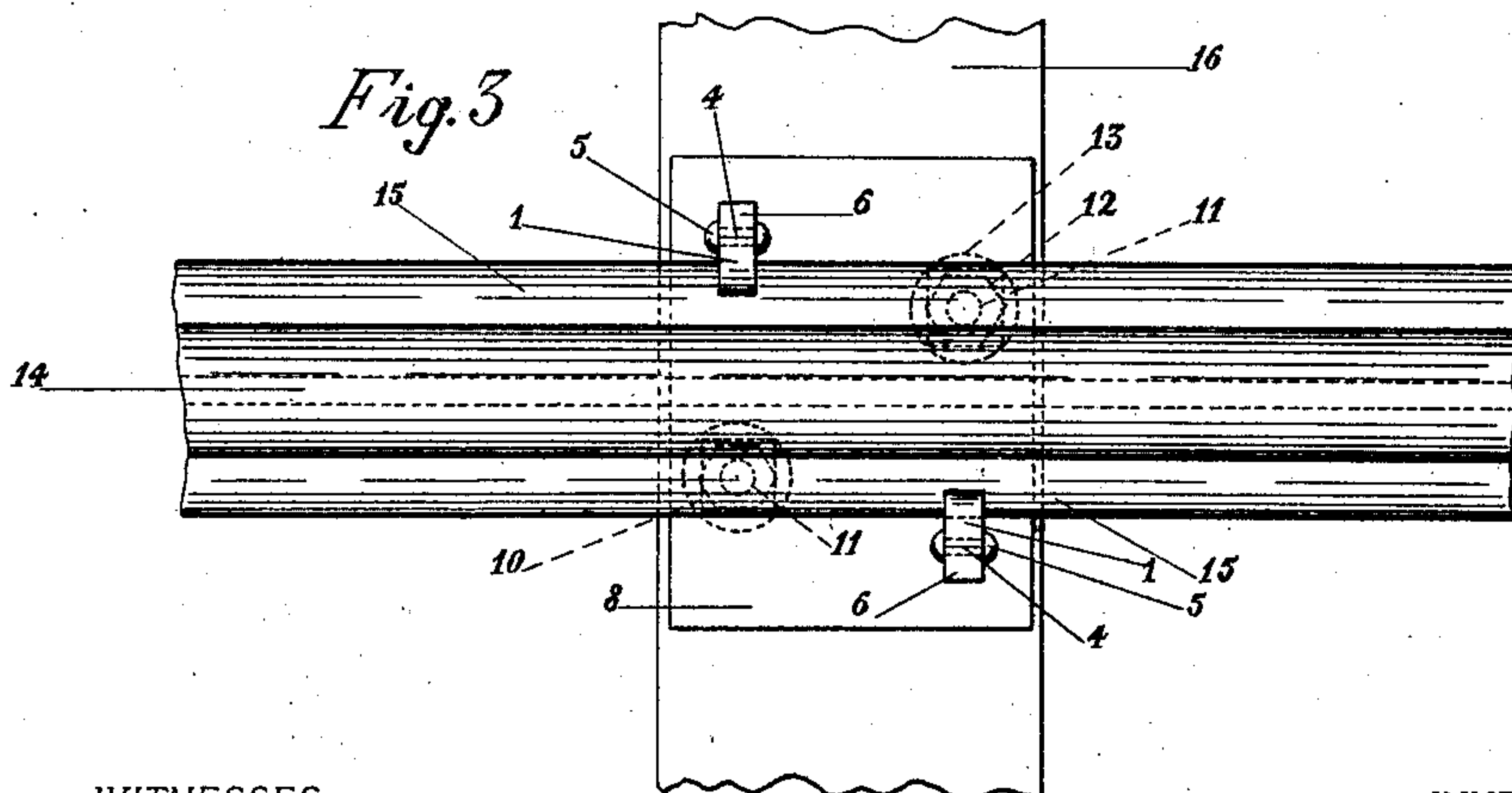
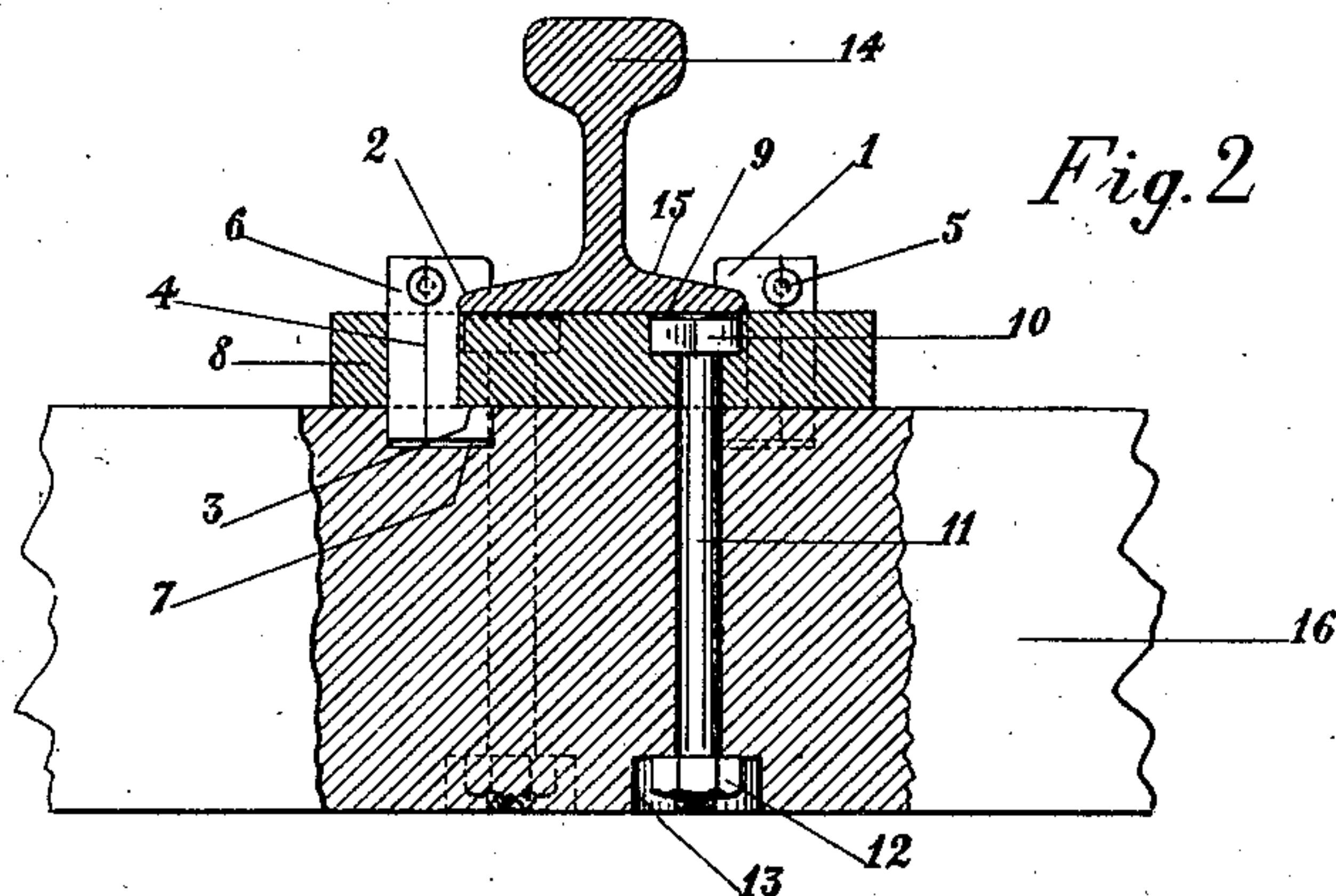
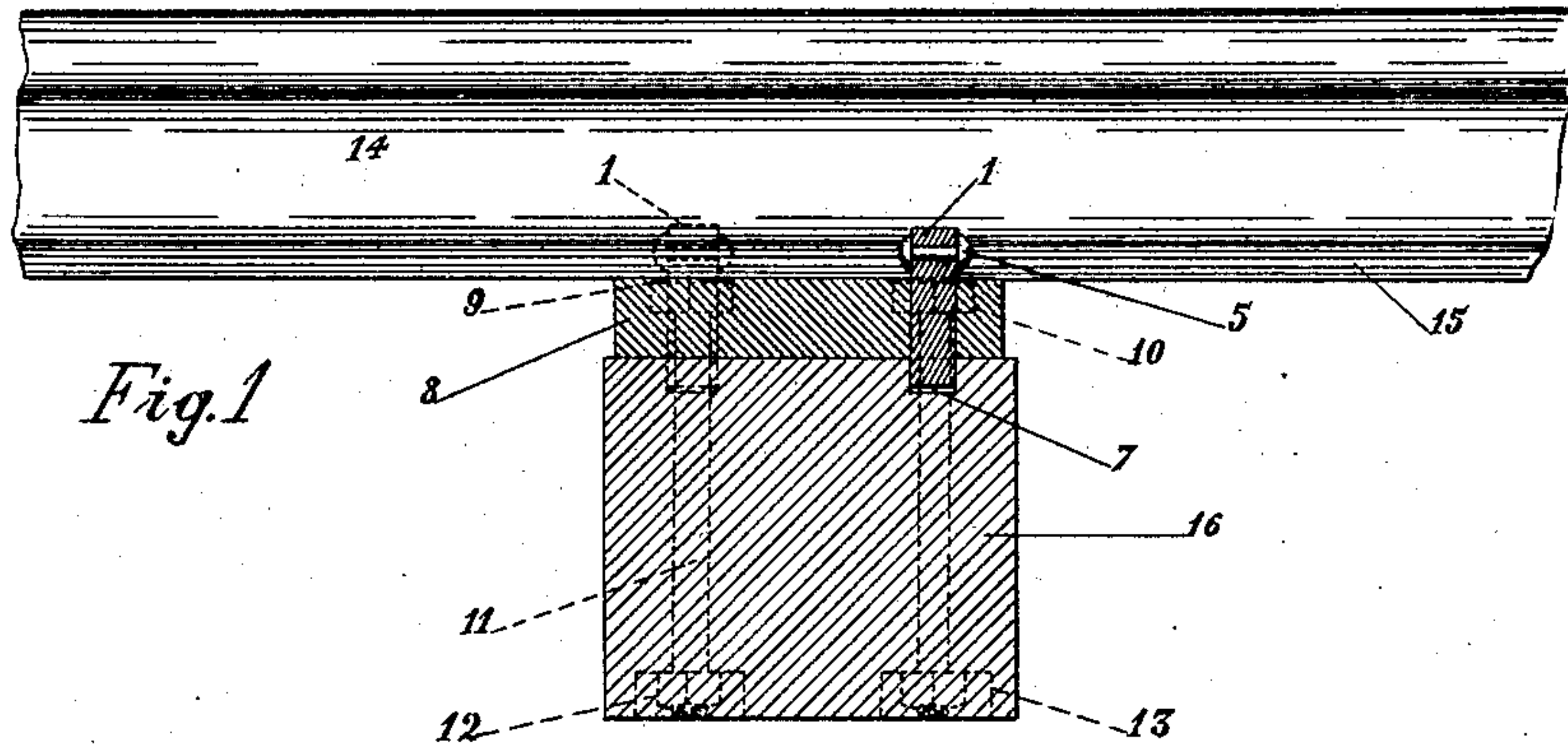
No. 788,502.

PATENTED APR. 25, 1905.

G. A. DEMAREST.

CLAMP AND KEY PLATE DEVICE FOR FASTENING RAILS.

APPLICATION FILED JULY 14, 1904.



WITNESSES:

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MESNE ASSIGNMENTS, OF ONE-HALF TO WALTER T. GILMORE, OF
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CLAMP AND KEY PLATE DEVICE FOR FASTENING RAILS.

SPECIFICATION forming part of Letters Patent No. 788,502, dated April 25, 1905.

Application filed July 14, 1904. Serial No. 216,613.

To all whom it may concern.

Be it known that I, GEORGE ANDREW DEMAREST, a citizen of the United States of America, residing at Berwick, in the parish of St. Mary and State of Louisiana, have invented certain new and useful Improvements in Clamp and Key Plate Devices for Fastening Rails, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to new and useful improvements in fastenings for rails; and the object of the invention is to provide an efficient device of this character which will securely hold the rail to plates without the use of fish-plates commonly held by spikes to the ties of railways.

The invention consists in various details of construction and arrangements of parts, which will be hereinafter fully described and then specifically defined in the appended claims.

My invention is illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of my improved fastening for rails. Fig. 2 is a cross-sectional view through a rail and the fastening apparatus therefor, and Fig. 3 is a top plan view of the apparatus.

Reference now being had to the details of the drawings by numerals, 14 designates a rail of usual construction, and 8 designates a plate which rests upon a tie. Said plate 8 is recessed, as at 9, upon its upper face for the reception of the heads 10 of the bolts 11, which pass through apertures in said plate and tie and receive nuts which are adapted to be positioned in recesses in the under surface of the tie, whereby said plate may be securely held to the tie. A portion of the tie is recessed, as at 7, and the plate 8 has recesses through which the keys 3 and 6 are designed to pass. Said key 3 has a projection at its upper end adapted to overhang the flange 15

of the rail 14 and is recessed on its outer edge, while its lower end is inwardly turned and designed to engage the under surface of the plate 8. The second key 6 has a groove upon its inner edge adapted to register with the groove upon the outer edge of the key 3 to receive a locking pin or rivet 5, whereby the two keys may be held together and in a locked relation with reference to the plate and rail. Each side of the rail is equipped with a similar construction of locking-keys, and when it is desired to remove the rail the rivets or pins 5 are first detached from the keys, after which the outer key 6 is removed, which will allow a lateral movement of the key 3, so that the latter may be disengaged from the rail and the rail may be easily and quickly removed.

By the provision of an apparatus embodying the features of my invention it will be observed that the use of fish-plates is dispensed with and also the employment of spikes, which are driven into the ties which are commonly used, and in their place I provide the mechanism shown and described, in which it is not necessary to use nut-locks or fastening-bolts employed for holding the fish-plates to the rails.

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

1. A railway-rail fastening comprising, in combination with a tie, a plate mounted upon said tie, bolts securing said plate to the tie, keys engaging the opposite edges of the flange of a rail and the under surface of said plate, a second key, a rivet passing through registering grooves in the contact edges of said keys, as set forth.

2. A railway-rail fastening comprising, in combination with a tie, a plate mounted on said tie, bolts having heads countersunk in recesses in said plate and extending through

said tie, nuts upon the bolts, a key having laterally-projecting portions adjacent to its ends, one of said projections adapted to overhang the flange of a rail and the other projection to extend underneath the bottom of
5 said plate, the outer edge of said key having a groove, a second key passing through an aperture in said plate, and a rivet engaging

registering grooves in the adjacent edges of said keys, as set forth. 10

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

GEO. ANDREW DEMAREST.

Witnesses:

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