

No. 803,440.

PATENTED OCT. 31, 1905.

E. F. SEIDER.
RAILROAD TRACK.
APPLICATION FILED MAY 23, 1905.

Fig. 1

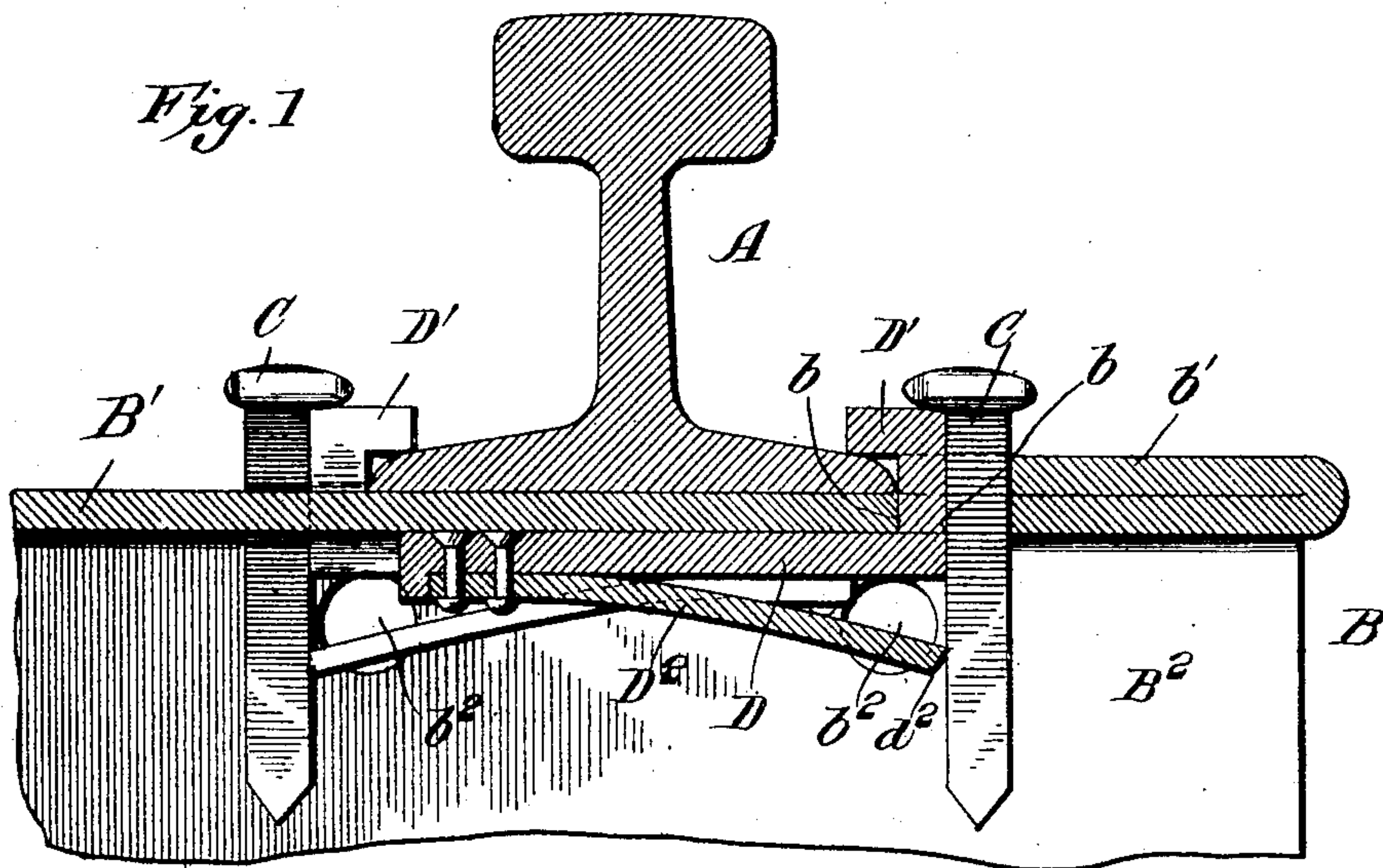


Fig. 2

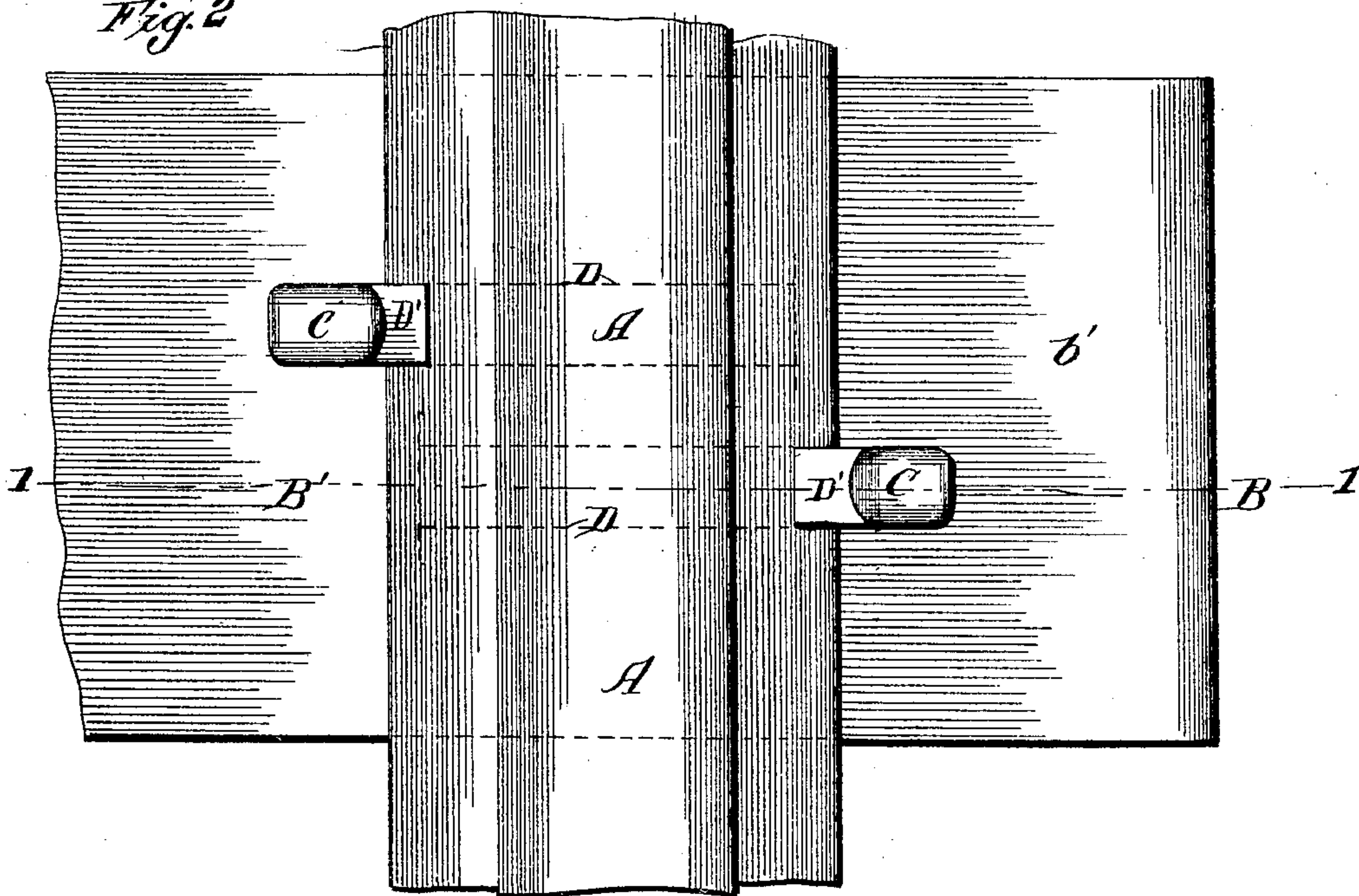
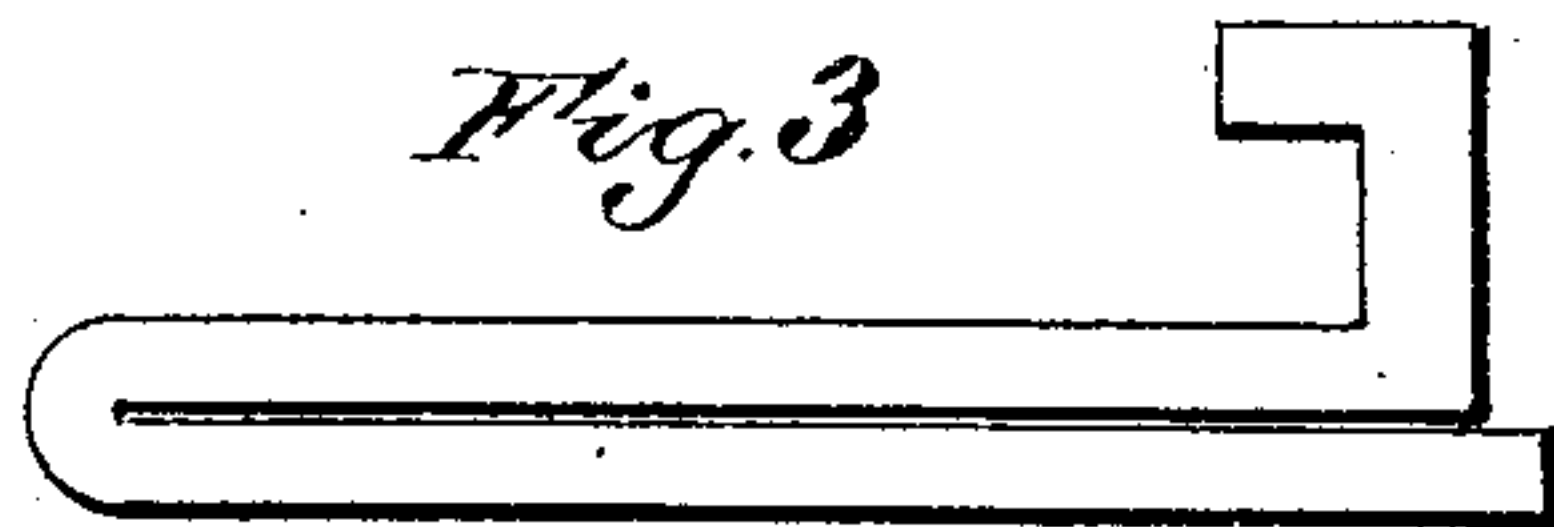


Fig. 3



WITNESSES:

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RAILROAD-TRACK.

No. 803,440.

Specification of Letters Patent.

Patented Oct. 31, 1905.

Application filed May 23, 1905. Serial No. 261,807.

To all whom it may concern:

Be it known that I, EDWIN FREDERICK SEIDER, a citizen of the United States, and a resident of Upper Sandusky, in the county of Wyandot and State of Ohio, have invented certain new and useful Improvements in Railroad-Tracks, of which the following is a specification.

My invention is an improvement in railroad-tracks; and it consists in certain novel constructions and combinations of parts hereinafter described and claimed.

In the drawings, Figure 1 is a transverse section on about line 1-1 of Fig. 2. Fig. 2 is a top plan view of a portion of a rail and tie embodying my invention. Fig. 3 is a detail side view of a somewhat different form of pawl from that shown in Fig. 1.

My invention relates generally to that class of rail-securing devices shown in my former applications for patent, Serial No. 233,509, filed November 19, 1904, and Serial No. 241,676, filed January 18, 1905.

In the present invention the rail A rests on the top plate B' of the tie B, which has side plates B², provided with openings b², through which a suitable instrument may be inserted to release the pawls from engagement with the spikes, and the top plate B' is preferably provided at its end with a returned portion b', which laps upon the said top plate and fits at its front edge snugly against the outer edge of the rail-base. The rail A is secured upon the tie by means of hooks D' at one end of the pawl-carrying plates D. These hooks D' extend upwardly through openings b in the top plate of the tie B and fit at their open sides over the edges of the rail-base, as shown in Fig. 2, being secured in such engagement by the spikes C, which are driven in the openings b outside of the hooks D' and operate to secure the hooks in interlocked engagement with the rail-base, as shown in Fig. 1. The pawl-carrying plates D extend beneath the top plate B' and below the base of the rail and are provided with the pawls D², which extend from the end of the plate D opposite the hooks D' laterally in the direction of said hooks and are arranged at their free ends d² to bind against and lock the spikes C, which operate to secure their respective hooks D' in interlocked engagement with the rail-base. These pawls D² may be made integral with the carrying-plate D, as shown in Fig. 3, or they may be made separate therefrom and riveted to the plate D, as shown in Fig. 1, and either

of said constructions may be employed without departing from the broad principles of my invention. It will be noticed that the pawls of the carrying-plates engaging with the opposite sides of the rail-base extend side by side transversely beneath the rail. It would not be necessary for pawls to be close together side by side, as space may be left between them. The pawls when secured as before described will operate to hold the rail firmly to the tie. It will be noticed that the pawl-carrying plates engage by their hooked ends with the outer edges of the rail-base and extend thence beneath the rail-base, so that I am able to provide a very compact arrangement of the fastening devices.

In operation it will be noticed that by the provision of the openings b² in the side plates B², I am able to release one or both of the pawls from engagement with their respective spikes whenever it is desired to remove the spikes for any reason. The pawl-carrying plates and their hooks and pawls being alike, they may be used interchangeably and there is no necessity of making them in rights or lefts, so that I am able to dispense with an unnecessary duplication of patterns and the like in the manufacture of the device. Furthermore, by engaging the hooks of the pawl-carrying plates directly with the rail-base and utilizing the spikes in securing the hooks in such engagement and the pawls for locking the spikes I am able to reduce my rail-fastening to the simplest possible form.

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

1. The combination of the rail-supporting plate having openings adjacent to its rail-seat, the rail on said plate between said openings, the pawl-carrying plates provided at one end on their upper sides with hooks passed through the openings in the rail-supporting plate and engaging with the opposite edges of the rail-base, the said pawl-carrying plates extending side by side beneath the supporting-plate and underlying the rail-base, spikes passing through the openings in the supporting-plate and securing the hooks of the pawl-carrying plates in engagement with the rail-base, and the pawls projecting from the ends of their carrying-plates at the ends thereof opposite their respective hooks toward the spikes securing their respective pawl-carrying plates and engaging with said spikes to lock the same in position, substantially as set forth.

2. The combination with a rail-supporting plate and the rail thereon of the pawl-carrying plates underlying the supporting-plate beneath the rail and provided at one end with
5 upwardly-projecting portions engaging with the rail-base, spikes securing said portions in engagement with the rail-base, and pawls on said carrying-plates and engaging with their respective spikes substantially as set forth.
- 10 3. The combination with the rail-supporting plate and the rail thereon, of pawl-carrying plates beneath the supporting-plate and the rail and provided at one end with means for securing the rail-base, spikes for securing
15 said means in engagement with the rail-base, and pawls carried by the pawl-carrying plates for locking said spikes, substantially as set forth.

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Witnesses:

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