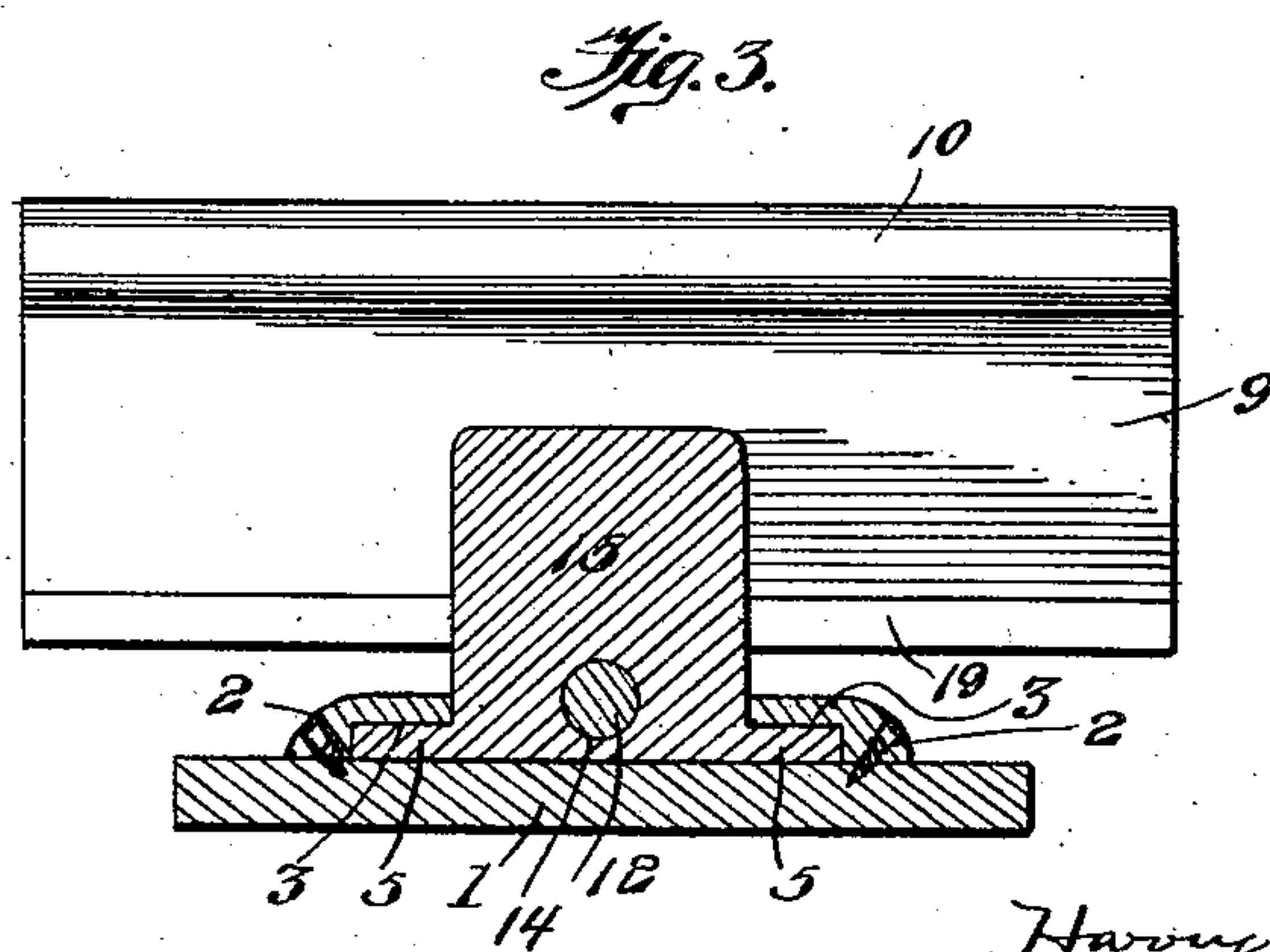
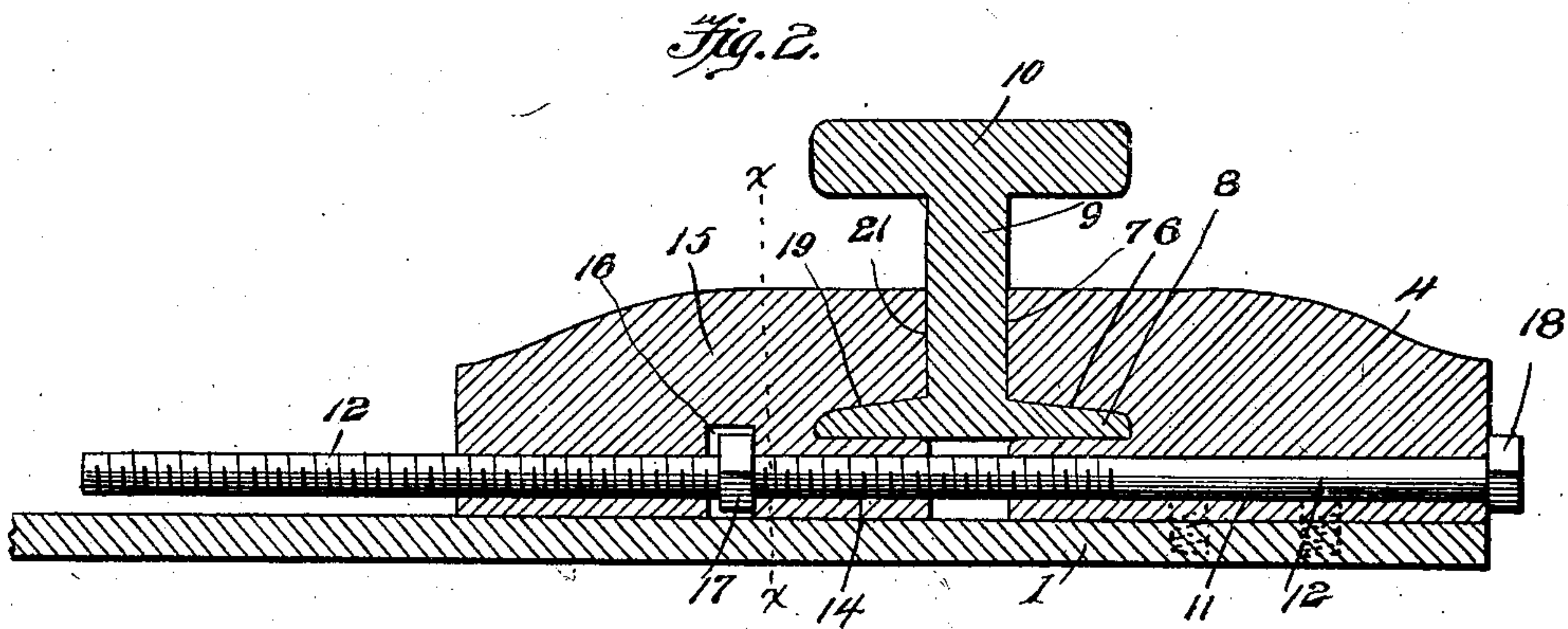
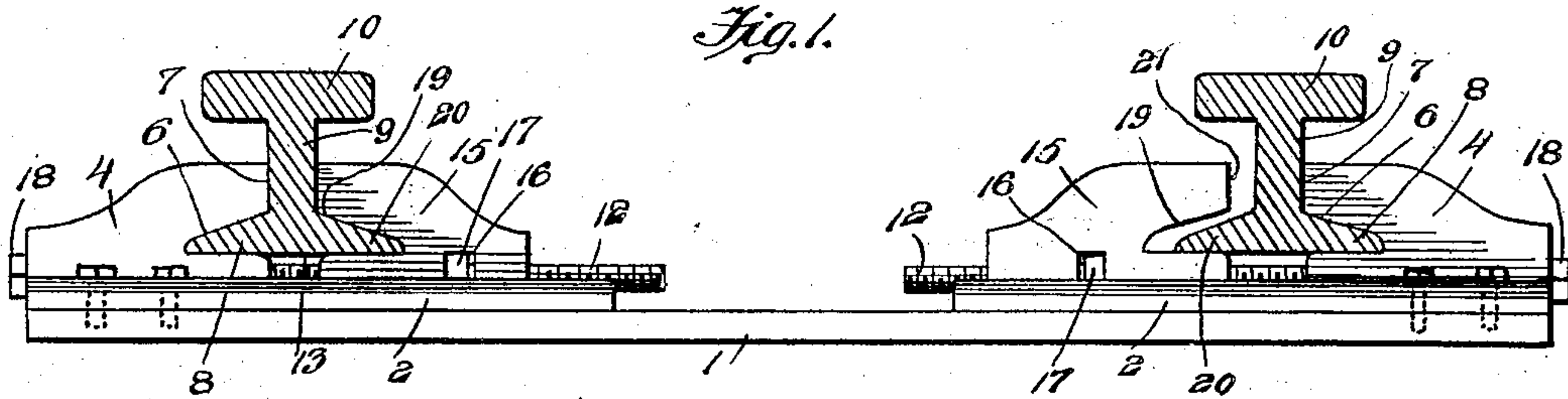


No. 885,712.

PATENTED APR. 28, 1908.

H. F. BENDER.  
RAIL FASTENER.

APPLICATION FILED MAY 4, 1907.



Witnesses  
G. M. Spring.  
May E. Moore.

By

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# UNITED STATES PATENT OFFICE.

HARRY F. BENDER, OF HARPSTER, OHIO.

## RAIL-FASTENER.

No. 885,712.

Specification of Letters Patent.

Patented April 28, 1908.

Application filed May 4, 1907. Serial No. 371,834.

*To all whom it may concern:*

Be it known that I, HARRY F. BENDER, a citizen of the United States, residing at Harpster, in the county of Wyandot and State of Ohio, have invented certain new and useful Improvements in Rail-Fasteners, of which the following is a specification, reference being had therein to the accompanying drawing.

My invention relates to improvements in rail-fasteners, and the main object of my invention is the provision of a means for securely locking the rails against spreading or turning, which may be either attached to a wooden, metal or concrete tie; the said fastener being so constructed that in order to remove the rail all of the fastening devices upon one side of the section of the rail must be entirely removed, thus providing a means whereby tampering with the rails is prevented.

To this end, the invention consists of a pair of guides which are secured upon the tie or upon a plate adapted to be attached to the tie, and between these guides I secure a seat block for the outer flange of the rail and adapted to engage the inner flange of the rail and clamp the rail firmly against the block I mount slidably between the guides what I term an adjustable locking block. This device may be used at either tie or at different intervals along each section of the rail.

To more clearly illustrate the invention, attention is invited to the accompanying drawings, in which:—

Figure 1 is a side elevation of two sections of rail and my securing means, one of the securing means being closed upon its rail while the other securing means is open. Fig. 2 is a cross section through both the securing blocks and a rail, showing the parts in locked position. Fig. 3 is a cross section taken on line  $x-x$  of Fig. 2.

Referring to the drawings:—The numeral 1 designates the base plate which may or may not be used, as the device may be mounted upon the base plate or directly upon the railroad tie, when desired. Upon the upper face of this plate or on the tie, near the ends thereof are securely mounted the two parallel guides or tracks 2, which are provided with the shouldered recess 3 upon their opposed faces. Fitting between the guides and the outer ends thereof and rigidly or stationarily secured thereto by bolts or other well

known securing means on the base 1, is the outer rail seating and locking block 4, which is provided with the longitudinal flanges 5 which fit in the recesses 3, the said block being further provided with the angle recess 6 and the straight face 7, which are adapted to engage the flange 8 and abut against the web 9, respectively, of the rail 10. Extending through the body of the block 4, parallel with the guide 3, is a cylindrical bore or channel 14, through which passes the adjusting and clamping screw or bolt 12, which passes below the base 13, of the rail and enters the cylindrical channel or bore 14 of the adjustable or sliding block 15, the said sliding block being provided with the recess 16 in the bottom thereof for the reception of the nut 17, through which the threaded bolt is adapted to pass. The shouldered head 18 of the bolt is adapted to be rotated so that the threads of the bolt will act upon the nut 17 to move the adjustable block to or from the rail so as to engage or disengage the angle recess or slot 19 of the adjustable block with the flange 20 of the rail, the straight surfaces 21 abutting against the opposite side of the web 9.

From the foregoing description taken in connection with the drawings, it is evident that I provide a rail fastener which properly supports and clamps the rail so as to prevent any twisting or transverse movement, but which will allow a slight longitudinal movement due to the contraction and expansion of the rail.

What I claim as new, and desire to secure by Letters Patent, is:—

In a rail fastener, the combination of a pair of grooved guides, a stationary block provided with a seat for one flange of the rail and a cylindrical bore therethrough, another block slidably mounted in said guides and provided with a seat for the other flange of the rail and having a cylindrical bore in alignment with the bore of the base of the stationary block, and means mounted in said bore of said blocks and adapted to be rotated to move the sliding block to or from the stationary block.

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

HARRY F. BENDER.

Witnesses:

H. H. NEWELL,  
F. W. MEIER.