

No. 891,750.

PATENTED JUNE 23, 1908.

J. G. TOY.
INTERLOCKING TIE PLATE.
APPLICATION FILED OCT. 10, 1907.

Fig. 1.

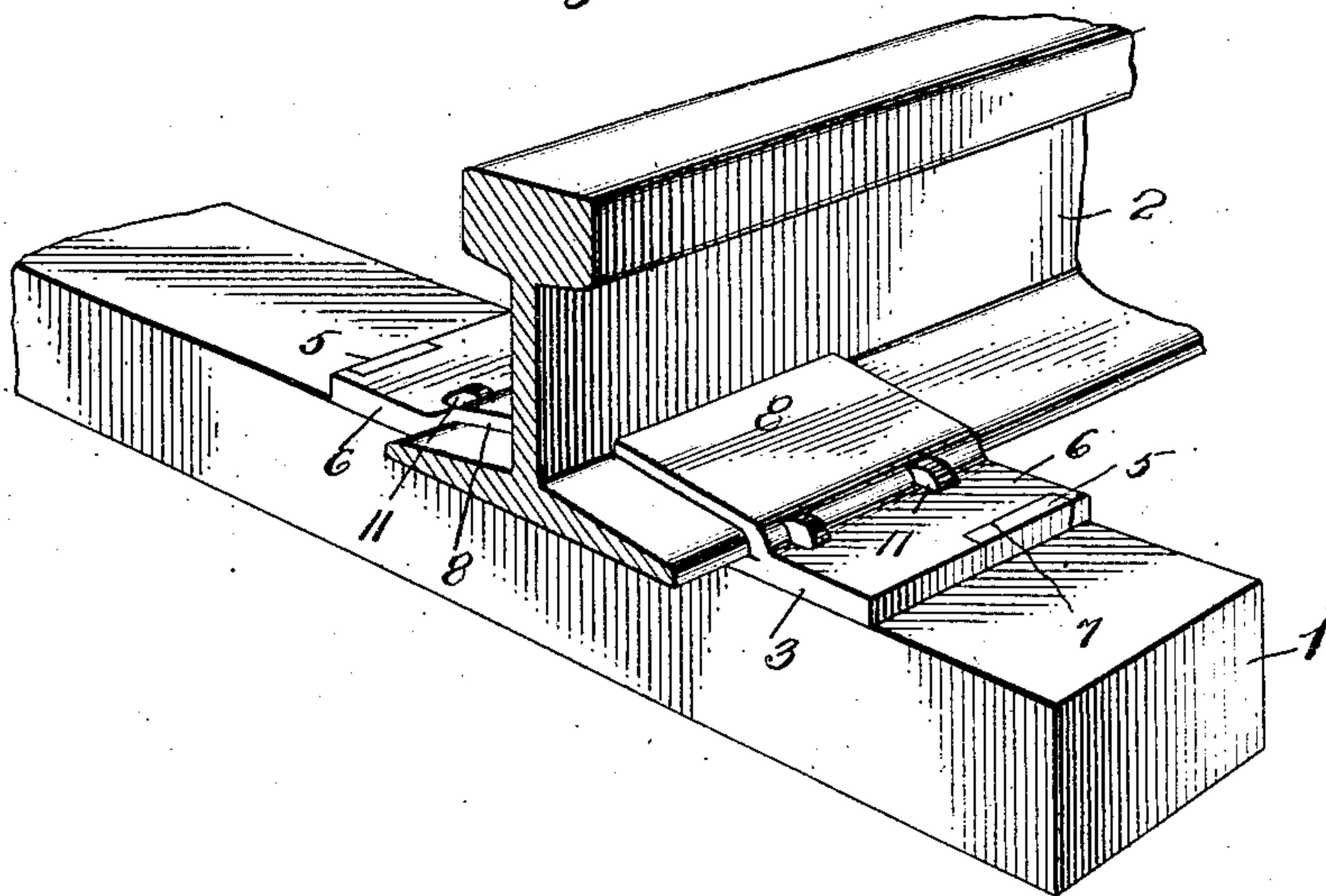


Fig. 2.

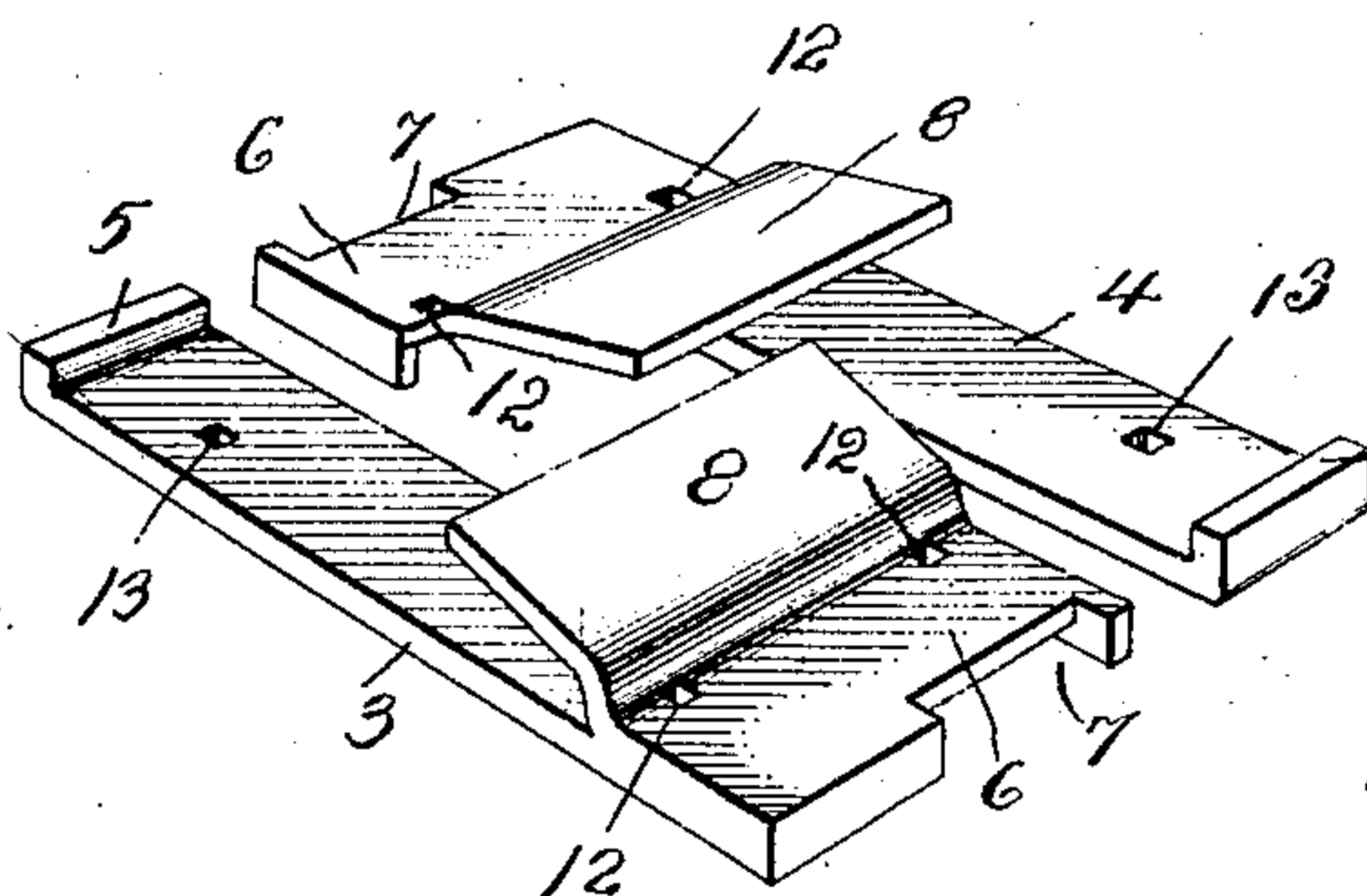


Fig. 4.

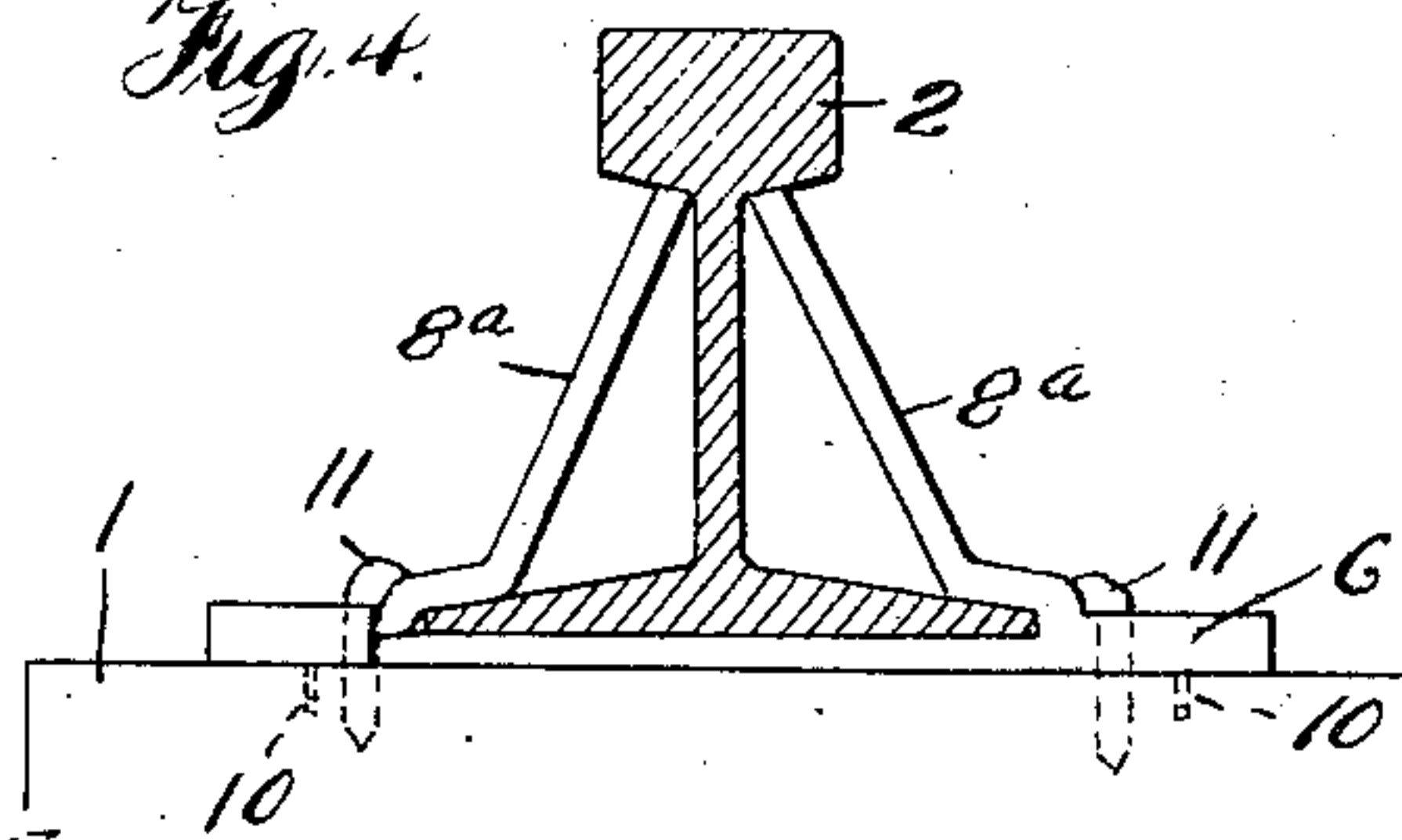


Fig. 3.

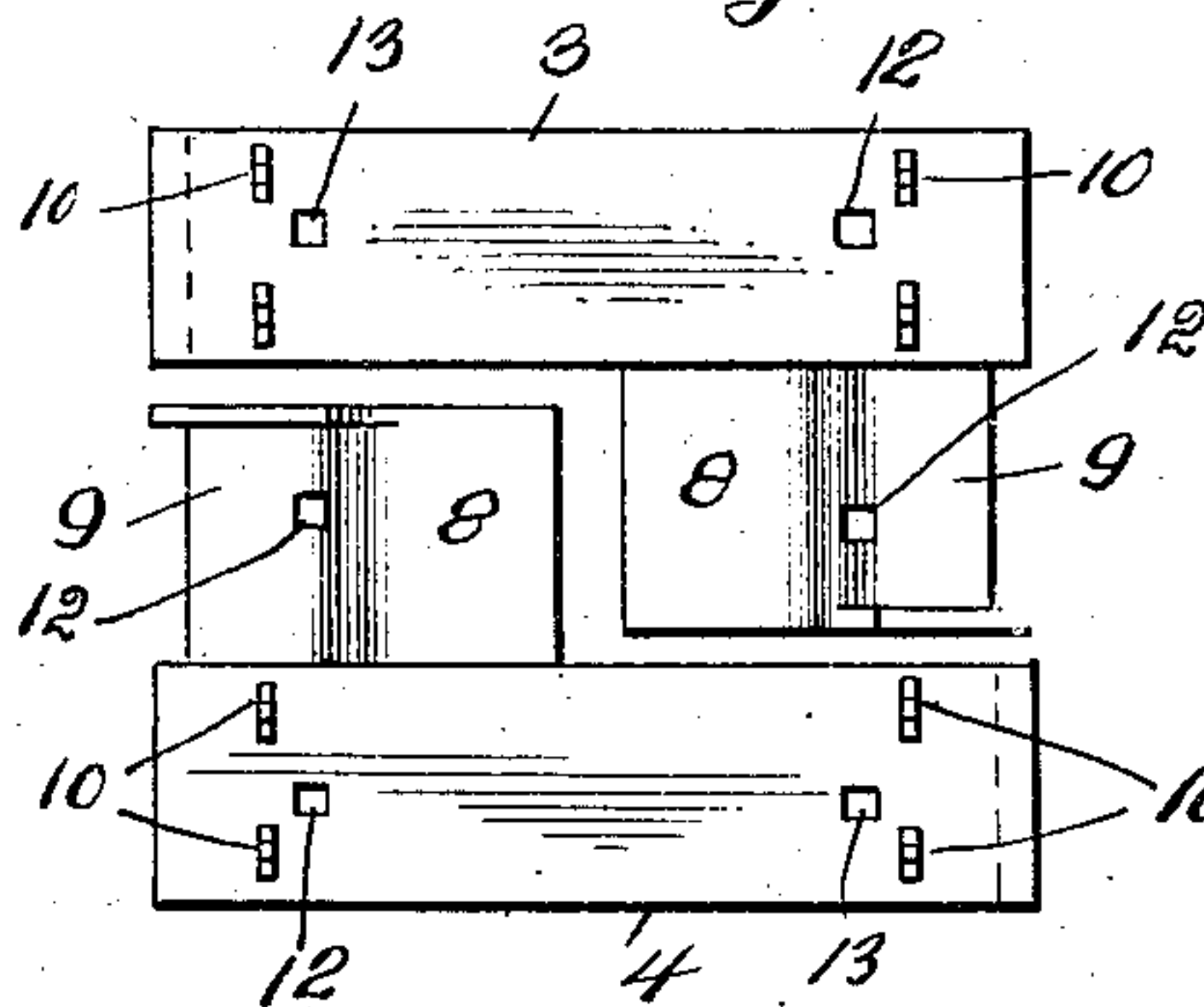
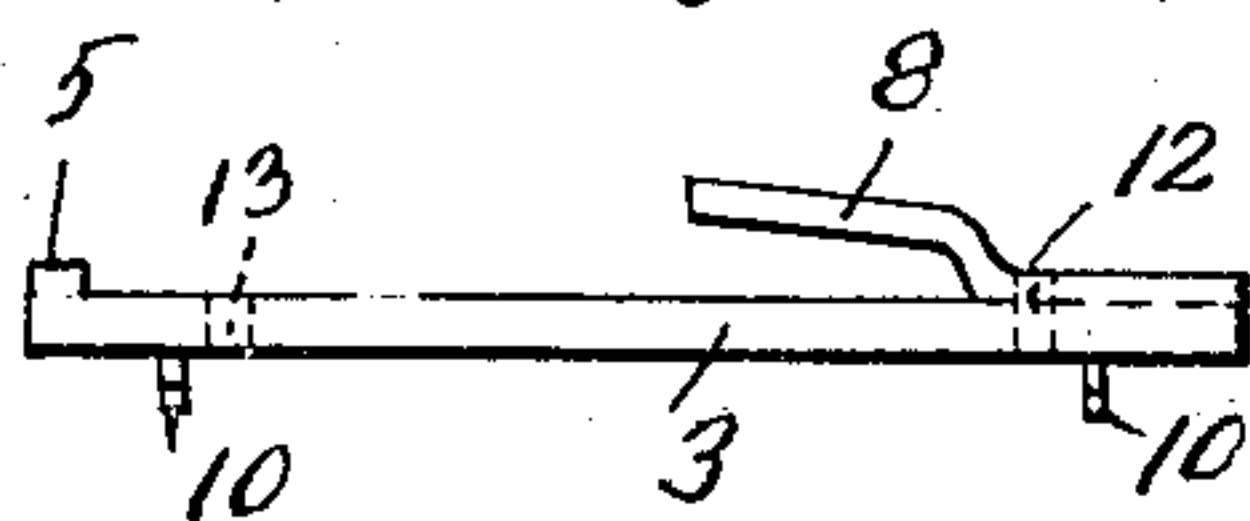


Fig. 5.



Witnesses

Samuel Payne
R. H. Butler

Inventor

J. G. Toy.

By

H. C. Cuentas & Co.,
Attorney S.

UNITED STATES PATENT OFFICE.

JOHN G. TOY, OF EDINBURG, PENNSYLVANIA.

INTERLOCKING TIE-PLATE.

No. 891,750.

Specification of Letters Patent.

Patented June 23, 1908.

Application filed October 10, 1907. Serial No. 396,809.

To all whom it may concern:

Be it known that I, JOHN G. TOY, a citizen of the United States of America, residing at Edinburg, in the county of Lawrence and State of Pennsylvania, have invented certain new and useful Improvements in Interlocking Tie-Plates, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to rail fasteners, and its primary object is, to provide simple but effective means for firmly clamping a rail in position upon a tie.

A further object of the invention is, to provide a rail fastener comprising two clamping members, each provided with means for engaging the rail, and also with means for interlocking it with the other clamping member.

The construction of the improvement will be fully described hereinafter in connection with the accompanying drawing which forms a part of this specification, and its novel features will be set forth in the appended claims.

In the drawing: Figure 1 is a view in perspective of a railway tie and rail, the latter being secured to the tie by my improved fastener, Fig. 2 is a similar view of the two clamping plates constituting the fastener detached from the rail, and separated from each other, Fig. 3 is a bottom plan view of the clamping plates, Fig. 4 is a transverse section of a rail with a modified embodiment of the fastener applied thereto and Fig. 5 is a side elevation or edge view of one of the clamping plates.

The reference numeral 1 designates a railway tie and 2 a rail supported thereon.

The fastener consists of two clamping plates 3 and 4 of similar construction but reversely arranged, so that a specific description of one of said plates will suffice for both.

One end of the plate is formed with a transverse flange 5 and the opposite end is formed with a lateral extension 6 having a recess 7 to receive the flange 5 of the other plate.

A flange 8 projects from the plate to overlap the base of the rail, said flange extending the full width of the plate and its extension 6, and the under surface of the extension 6 is recessed as at 9 to receive the adjacent plate.

From the under surface of each plate pro-

ject prongs or barbs 10 which aid in securing the plates to the ties, which barbs in some instances may be dispensed with.

The utility and operation of the improved fastener will be readily understood. The plates are placed together as shown in Fig. 1 with their flanges 8 overlapping the base portions of the rail on opposite sides thereof. The flange 5 of one plate fits the recess 7 of the other plate thus securing the plates in interlocked engagement, after which the plates are securely spiked to the tie by spikes 11 passing through the spike holes 12 and the registering holes 13.

The construction shown in Fig. 4 differs from that above described in that the flanges 8^a only slightly overlap the base of the rail and are then extended upward and inward to rest against the under surfaces of the tread of the rail and serve as braces therefor. In other respects the construction is similar to that disclosed in the other figures of the drawing.

I would have it understood that the invention comprehends and includes all such further modifications and variations in the details of construction as may fall within the terms and scope of the claims.

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

1. A rail fastener comprising two oppositely disposed plates, each formed at one end with a transverse flange and at its opposite end with a lateral extension recessed on its under side to adapt it to receive the adjacent plate, and with an inwardly projecting flange adapted to overlap the rail base.

2. A rail fastener comprising two oppositely disposed plates, each formed at one end with a transverse flange, and at its opposite end with a lateral extension recessed on its under side and at its outer edge, and with an inwardly projecting flange to overlap the rail base, said inwardly projecting flanges being extended upward to serve as braces for the rail tread.

3. A rail fastener comprising two oppositely-disposed clamping plates each formed at one end with a lateral extension, the lateral extension of one plate adapted to overlap the other plate when the plates are in position, a vertically-extending flange carried by the opposite end of each plate, the said

flange of one plate engaging in a recess provided therefor in the lateral extension of the other plate.

4. A rail fastener comprising two oppositely-disposed clamping plates each formed at one end with a transverse flange, a lateral extension carried by the other end of each plate, the lateral extension of each plate adapted to overlie the other plate, and said lateral extensions of the plates provided with recesses in their outer edges to receive the transverse flanges carried on the ends of the respective plates.

5. A rail fastener comprising two similar oppositely-disposed clamping plates, each

plate formed at one end with a lateral extension adapted to overlie the other plate and at its other end with a transverse flange, the said lateral extensions of the plates provided in their outer edges with recesses to receive the said transverse flanges on the ends of the respective plates and hold the plates against independent lateral movement.

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

JOHN G. TOY.

Witnesses:

S. C. WAGGONER,
R. A. PARK.