

No. 897,946.

PATENTED SEPT. 8, 1908.

C. WIENCH.
GUARD RAIL.

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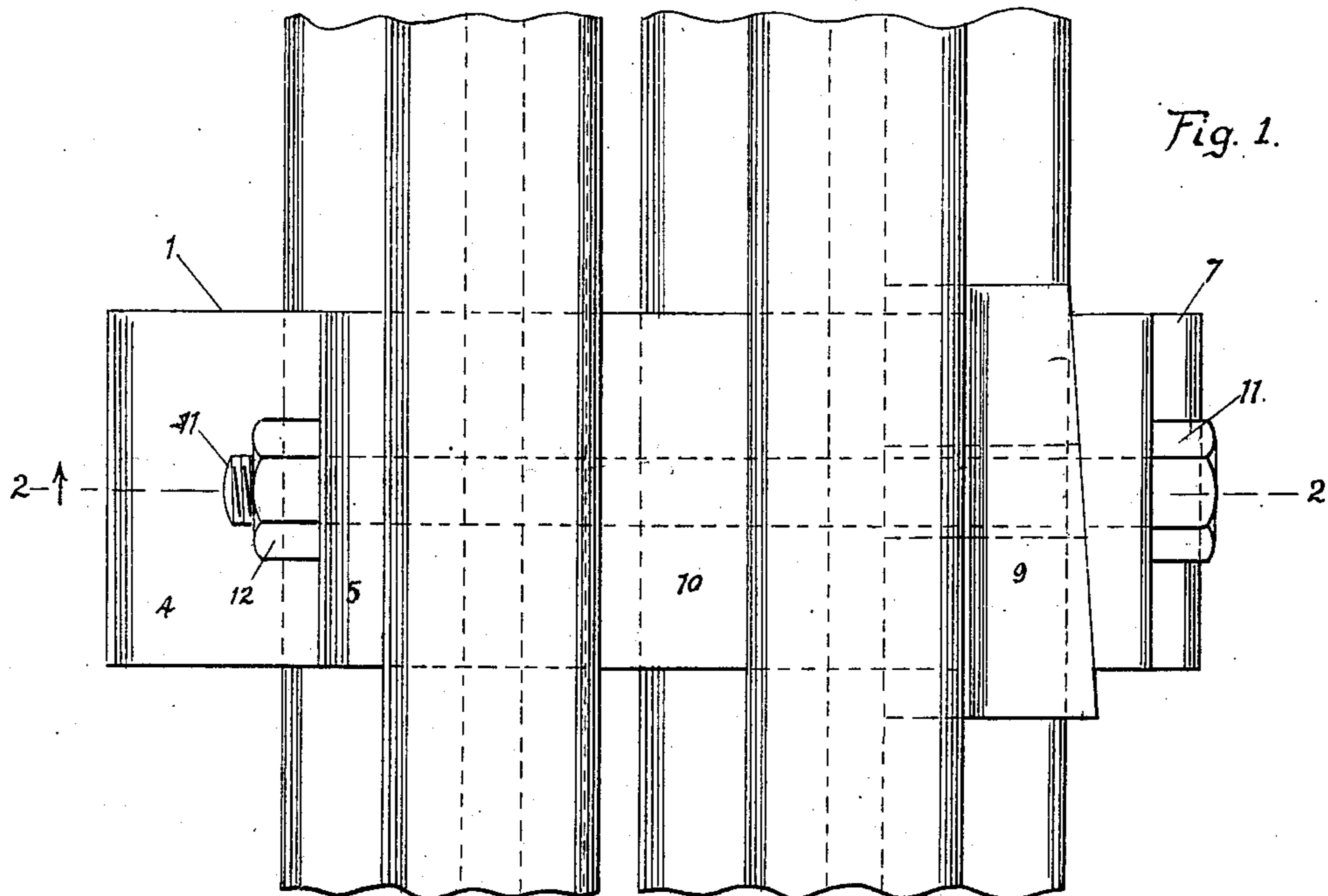


Fig. 1.

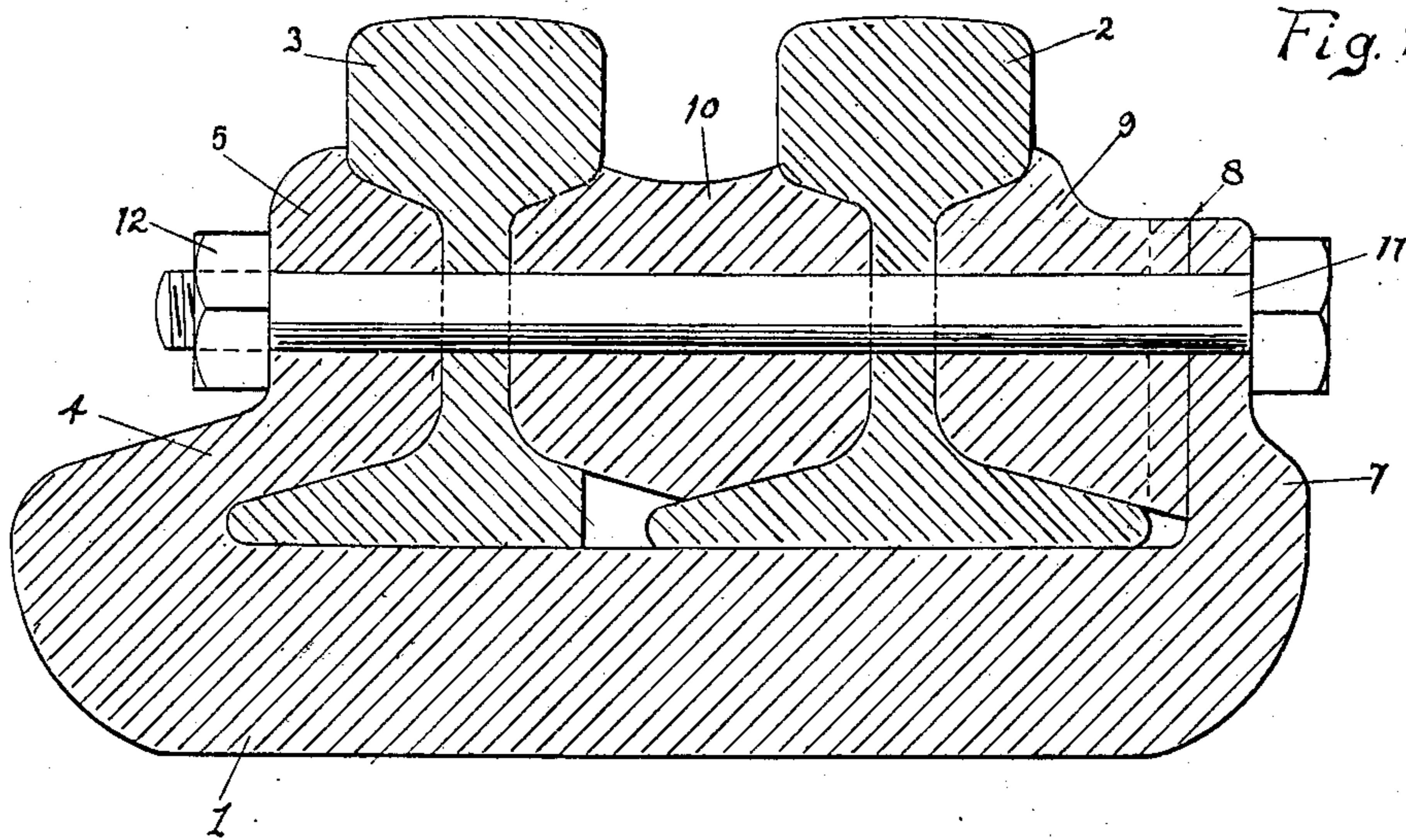


Fig. 2.

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GUARD-RAIL.

No. 897,946.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, CHARLES WIENCH, a citizen of the United States, residing at Shevlin, in the county of Clearwater and State of Minnesota, have invented certain new and useful Improvements in Guard-Rails, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to improvements in guard rail fasteners, and its object is to provide a simple and inexpensive device of this character which may be quickly and easily applied and removed and which will effectively hold the track and guard rails in their spaced relation.

With the above and other objects in view, the invention consists of the novel construction and the combination and arrangement of parts hereinafter fully described and claimed, and illustrated in the accompanying drawings, in which

Figure 1 is a plan view of my improved guard rail fastener, showing it in position upon the track and guard rails; and Fig. 2 is a vertical sectional view taken on the plane indicated by the line 2—2 in Fig. 1.

The fastener comprises a clamping yoke 1 adapted to extend beneath the main or track rail 2 and the guard rail 3 and having one of its ends formed with an upwardly and inwardly extending loop 4 to receive the outer base flange of the rail 3, said loop having its end terminating in an upstanding bearing plate 5, the inner face of which is shaped to engage the web and the under face of the head of said guard rail. The other end of the yoke clamp 1 is formed with a smaller upwardly extending arm 7 to receive the outer base flange of the track rail 2. The inner end or face 8 of the arm 7 being inclined inwardly and upwardly and disposed angularly with respect to the outer face of the web of said rail 2, as indicated in Fig. 1. Said face 8 of the arm 7 is disposed angularly to receive a wedge-shaped clamping block 9, the inner face of which is shaped to engage the web, the under face of the head and the inner portion of the upper face of the base flange of said track rail 2, as clearly shown in Fig. 2, and the outer face of which is disposed at an angle to engage the face 8 of said arm 7.

Arranged between the rails 2, 3 is a spacing or chock block 10 which is preferably solid and has its opposite faces shaped to engage the inner faces of the webs and the under faces of the heads of said rails. The top of the spacing block 10 is also preferably formed with a recess or channeled portion for the reception of the flanges upon the car wheels.

The several parts of the fastener are united to each other and to the rails by a transverse fastening 11, preferably in the form of a bolt passed through alining openings formed in the bearing plate 5, the web of the guard rail 3, the spacing block 10, the web of the track rail 2, and the wedge block 9, a nut 12 being provided upon the threaded end of said bolt, as clearly shown in Fig. 2. By forming the several parts with alining or registering transverse openings and passing the bolt 11 therethrough, it will be seen that it will be impossible for the parts of the fastening to work loose and fall apart and thereby permit of the separation of the guard and track rails, and that the construction of the three parts of the fastener is such that they may be produced at a comparatively small cost and will rigidly hold the rails in their spaced relation.

Having thus described my invention what I claim is:

The combination with the track and guard rails formed with transverse alining openings, of the clamp yoke 1 having a base portion to engage the base flanges of said rails, the upright arm 7 arranged at one of its ends and formed with an opening to aline with the openings in said rails and having its inner face 8 inclined transversely, and the loop or arm 4 formed at the other end of the base of said yoke, said loop or arm 4 having its inner face shaped to engage the base flange, web and head of one of the rails, said loop or arm being further formed with an opening to aline with the openings in said rails, the spacing block 10 arranged between said rails and having a transverse opening to aline with the openings in the latter, the wedge block 9 having its outer face inclined to engage the inclined face 8 of the arm 7 and its opposite face shaped to engage the outer face of the base flange, web and head of the adjacent rail, said block 9 being formed with a trans-

verse opening to aline with those in the rails,
the bolt 11 passed through said alining open-
ings in the arms 7, the wedge block 9, the
rails, the spacing block 10 and the plate 5,
5 and the nut 12 upon the projecting threaded
end of said bolt, substantially as shown and
described.

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

CHARLES WIENCH.

Witnesses:

T. E. RIDER,
MARTIN NELSEN.