J. E. OGDEN.

RAIL FASTENER.

APPLICATION FILED FEB. 27, 1909.

928,276. Patented July 20, 1909.

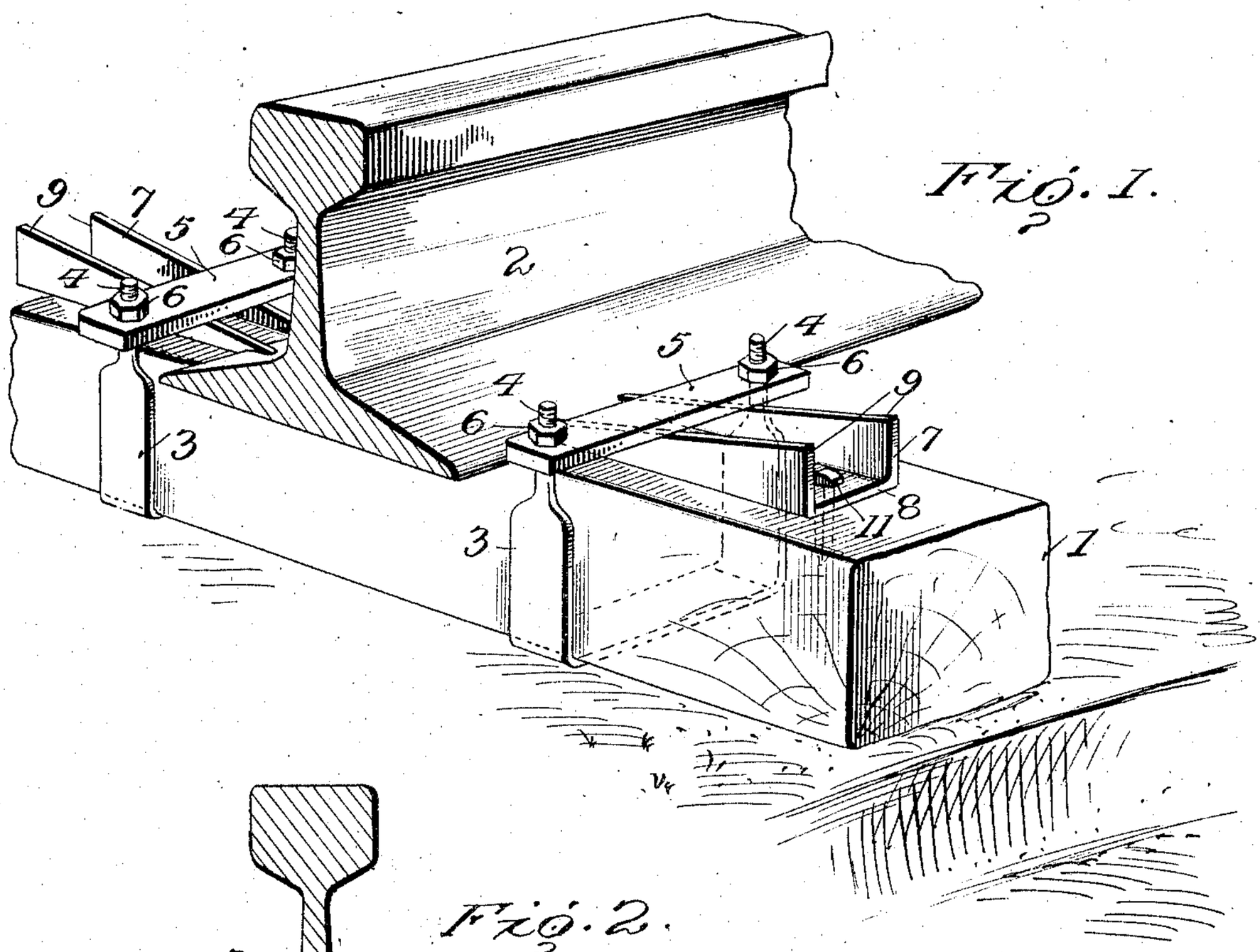

Fig. 1.

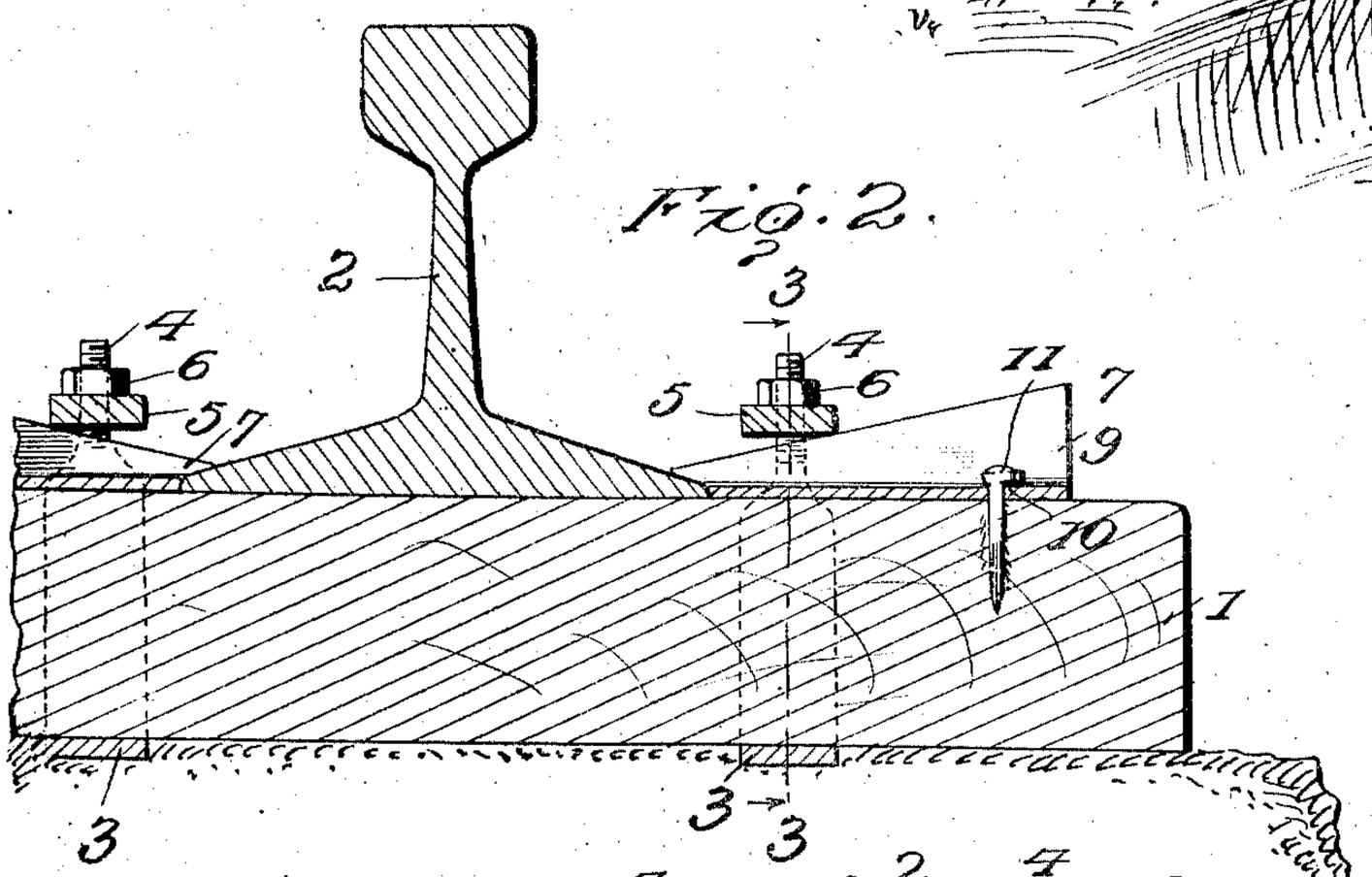

Fig. 2.

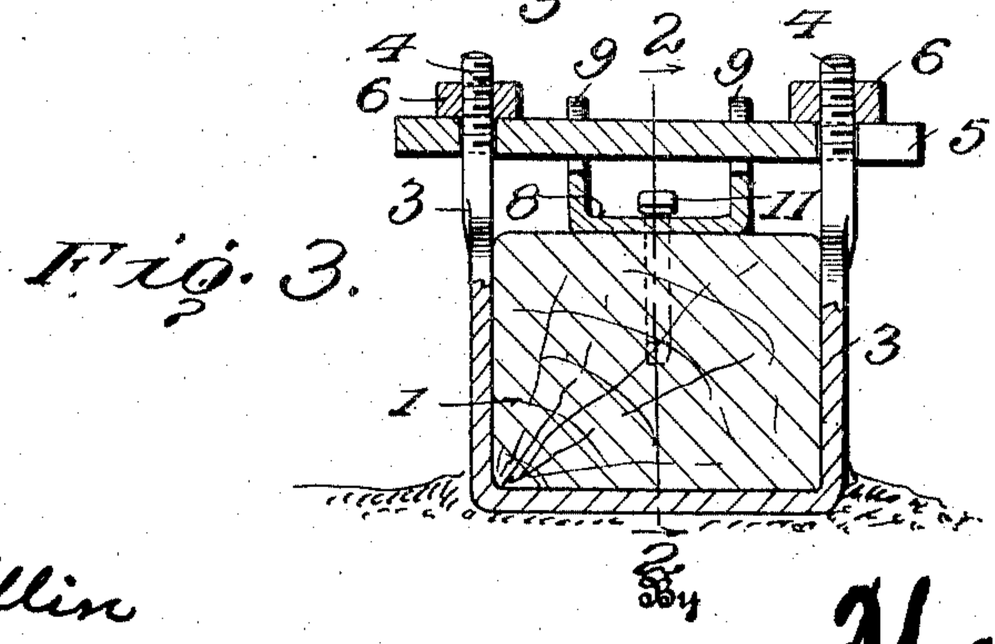

Fig. 3.

Witnesses

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UNITED STATES PATENT OFFICE.

JESSE E. OGDEN, OF PENRYN, CALIFORNIA.

RAIL-FASTENER.

No. 928,276. Specification of Letters Patent. Patented July 20, 1909.

Application filed February 27, 1909. Serial No. 480,334.

To all whom it may concern:

Be it known that I, JESSE E. OGDEN, citizen of the United States, residing at Penryn, in the county of Placer and State of California, have invented certain new and useful Improvements in Rail-Fasteners, of which the following is a specification.

This invention comprehends certain new and useful improvements in track equipments for railways, and the invention has for its object an improved fastening device which is designed to be applied to the ordinary tie and is adapted to engage the rail in a peculiar manner, so as to effectually secure the latter to the former and maintain the rail against any loosening, as might result in destroying the desired gage of the track, the fastener being of simple and comparatively inexpensive structure and being susceptible of being conveniently placed in position, thus effecting material economy in the cost of construction of the track.

With these and other objects in view that will more fully appear as the description proceeds, the invention consists in certain constructions and arrangements of the parts that I shall hereinafter fully describe and then point out the novel features thereof in the appended claims.

For a full understanding of the invention and the merits thereof and to acquire a knowledge of the details of construction, reference is to be had to the following description and accompanying drawings, in which:

Figure 1 is a sectional perspective view illustrating the application of my improved rail fastener; Fig. 2 is a sectional view on the line 2—2 of Fig. 3; and, Fig. 3 is a sectional view on the line 3—3 of Fig. 2.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

Referring to the drawing, the numeral 1 designates a tie which may be of any approved construction or design and which, in the present instance, is shown as an ordinary wooden tie upon which rests the rail 2. In securing the rail to the tie I employ two of my improved fasteners which are disposed on opposite sides of the rail and are adapted to engage the respective base flanges thereof. These fasteners are of substantially duplicate formation and each consists essentially of a clip 3 that is preferably constructed of a flat band of metal which is bent into a substantially U-shape and has its extremities reduced and threaded, as indicated at 4. This clip is applied to the tie so as to embrace the latter with its extremities projecting upwardly beyond the upper face of the tie, a gland 5 being slipped over the projecting ends of the clip and retained thereon through the instrumentality of nuts 6 working upon the respective threaded portions 4. The gland 5 bears downwardly upon a wedge 7 which is interposed between the same and the upper face of the tie and which is held with its smaller end taking over the adjacent base flange of the rail, as best seen in Fig. 2. In the present instance this wedge is formed from an integral sheet of heavy steel, or like metal, that is bent to constitute a base 8 and correspondingly tapered upstanding sides or wings 9, the base being preferably formed with an aperture 10 through which a spike 11, or other suitable fastening element, is inserted and embedded in the tie in order to maintain the wedge against lateral displacement. With this arrangement of parts it will be observed that the wedge is pressed forcibly against the rail and is held effectually against any upward loosening movement, as is apt to occur in instances where the rail engaging element, such as a spike, is driven into the wooden tie. It will be further observed that when all of the fastening devices have been applied to the tie and engaged with the respective rails thereof, the latter are retained in position in such a manner as to insure the maintenance of the desired gage of the track. By merely removing the fastening element 11 and backing off the nuts 6, the wedge and clip are released to admit of a new adjustment of the parts being quickly and conveniently effected.

From the foregoing description in connection with the accompanying drawings, it will be apparent that I have provided an improved rail fastener, which is susceptible of being advantageously employed in connection with the ordinary ties and may be held in different adjusted positions thereon according as desired, and which embodies to a marked degree the characteristics of simplicity, durability and efficiency, consisting

of comparatively few parts that may be easily and cheaply manufactured and readily assembled.

Having thus described the invention what is claimed as new is:

1. The combination of a railway tie and a rail resting thereon, of a fastener comprising a clip embracing the tie with its extremities projecting upwardly therebeyond, a gland mounted on and extending between the projecting ends of the clip, and a wedge interposed between the gland and the upper face of the tie and engaging the adjacent base flange of the rail, the wedge consisting of a flat base and correspondingly tapered upstanding sides or wings.

2. The combination of a railway tie, of a rail resting thereon, of a fastener comprising a clip embracing the tie with its ends projecting upwardly therebeyond, a gland mounted on and extending between the projecting ends of the clip, a wedge interposed between the gland and the upper face of the tie with its smaller end engaging the adjacent base flange of the rail, and fastening means embedded in the tie and engaging the wedge to hold the same against displacement.

3. A rail fastener comprising a U-shaped clip adapted to embrace the tie on one side of the rail and formed with threaded terminals, a gland mounted on and extending between the terminals, nuts working on the terminals to retain the gland in adjusted position thereon, and a wedge designed to be interposed between the gland and the tie with its smaller end taking over the base flange of the rail.

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

JESSE E. OGDEN. [L. S.]

Witnesses:

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