

(No Model.)

G. L. CUMMINS.
GUARD RAIL FASTENER.

No. 536,134.

Patented Mar. 19, 1895.

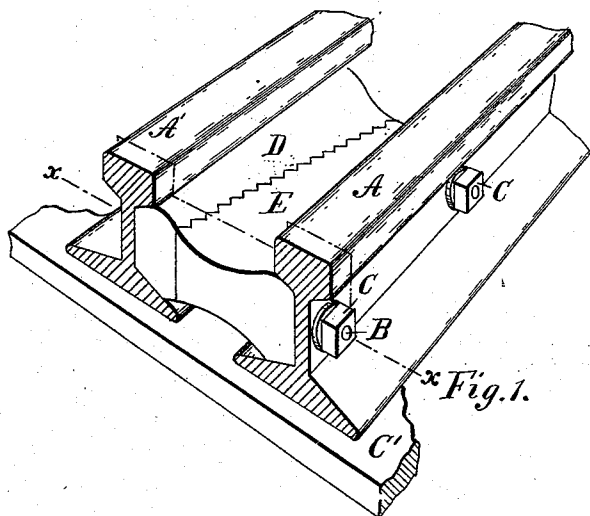


Fig. 1.

Fig. 3.

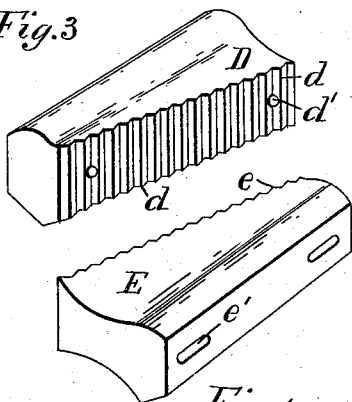


Fig. 4.

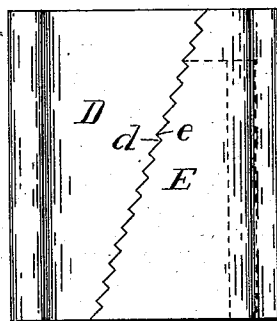


Fig. 2.

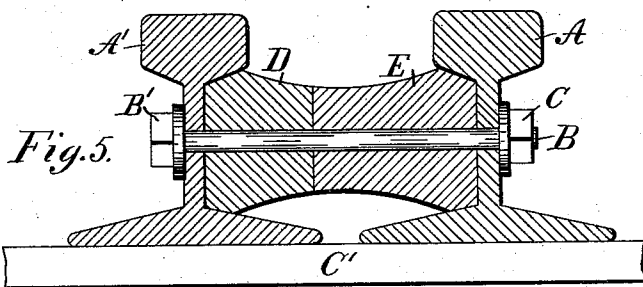


Fig. 5.

Witnesses
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UNITED STATES PATENT OFFICE.

GEORGE L. CUMMINS, OF PHILADELPHIA, ASSIGNOR TO THE STANDARD
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GUARD-RAIL FASTENER.

SPECIFICATION forming part of Letters Patent No. 536,134, dated March 19, 1895.

Application filed November 4, 1893. Serial No. 490,014. (No model.)

To all whom it may concern:

Be it known that I, GEORGE L. CUMMINS, a citizen of the United States, residing in Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain Improvements in Guard-Rail Fasteners, of which the following is a specification.

This invention relates to certain new and useful improvements in guard-rail fasteners; and it has for its object to provide a simple, cheap, durable, and efficient device of this character, which can be readily applied, and which will not only firmly hold the guard-rail in position relative to the main-rail, but will permit the moving of the guard-rail toward the main-rail to close any widening of the space between them occasioned by the wear of the adjacent edges of the heads of those rails.

The invention consists in the construction and combination of the various parts, as hereinafter fully described, and then specifically pointed out in the claim.

The invention is illustrated in the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a top perspective view of sections of a main-rail and a guard-rail held apart by filling-blocks embodying the invention. Fig. 2 is a top plan view of the filling-blocks detached, showing in broken lines the position they occupy when the space between the rails has been decreased. Fig. 3 is a perspective inner face view of one of the filling-blocks, and Fig. 4 a perspective outer face view of the other. Fig. 5 is a vertical section of the rails and filling-blocks on the line $x-x$ of Fig. 1.

Similar letters indicate like parts throughout the several views.

Referring to the drawings, A indicates one of the main-rails of a railroad track; A', a guard-rail; B, the bolts; B', the heads of the bolts; G, the nuts on the bolts, and G', the cross-ties.

D and E represent filling-blocks interposed between the main-rail and the guard-rail to maintain the distance between them. These filling-blocks are wedge-shaped; the wedges being produced by tapering the blocks on the

inner or contiguous faces thereof. When located between the rails these blocks are placed with the butts and points of one bearing, respectively, against the points and butts of the other, so that the combined blocks have a uniform width throughout their length. Blocks D and E have similar vertical saw-tooth ribs d and e , respectively formed on their meeting faces; the ribs being so disposed that those on one block engage between those of the other block. The bolt-holes e' in block E are elongated, as shown in Fig. 4, while the bolt-holes d' , through the webs of the rails and block D, are of the usual shape. These filling-blocks, when united, are of the width to be maintained between the main and guard-rails. As the inner edges of the heads of those rails are worn away by the action of the wheel-flanges, it becomes necessary that the guard-rail be moved toward the main-rail that the wheels may clear the frog-point protected by said guard-rail. This is accomplished by loosening bolts B sufficiently to disengage block E from block D and then moving block E one or more notches—depending upon the wear of the rail-heads—toward the point of block D, as shown in Fig. 2, when the guard-rail and filling-blocks are again tightened up to the main-rail. These adjustments can be made as often as may be necessary and the construction of the rails will permit.

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

The combination, with a main-rail and a guard-rail, of wedge-shaped filling-blocks interposed between said rails and having series of vertical interlocking ribs on their contiguous faces, the rails and one of the filling-blocks being provided with bolt-holes, the other filling-block having an elongated slot registering with said bolt-holes, a bolt engaging the bolt-holes and slot, and a nut on the bolt, all substantially as and for the purpose specified.

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Witnesses:

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