

G. H. PRENTICE.
TAMPING BAR FOR TAMPING RAILWAY BALLAST.
APPLICATION FILED AUG. 5, 1910.

973,563.

Patented Oct. 25, 1910.

Fig. 1.

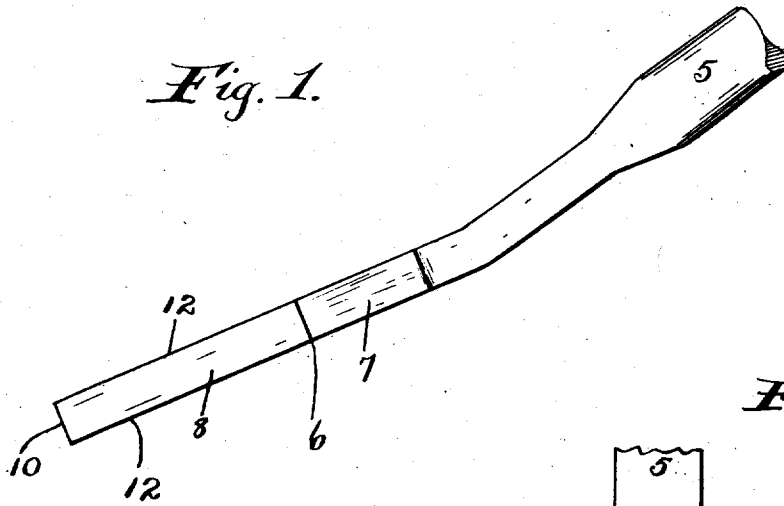


Fig. 2.

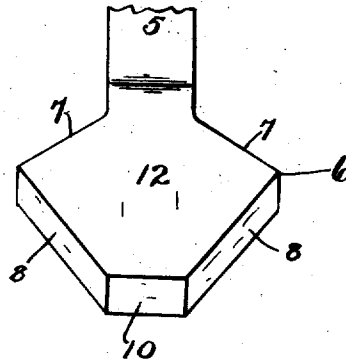
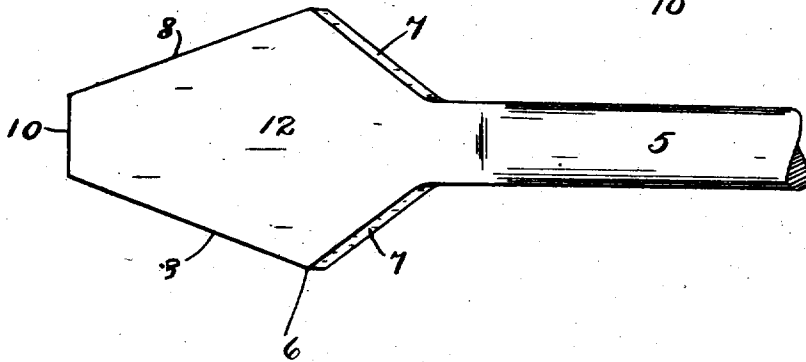


Fig. 3.



Witnesses:
H. J. Gettins.
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Inventor:
George H. Prentice
By *[Signature]*
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UNITED STATES PATENT OFFICE.

GEORGE H. PRENTICE, OF PAINESVILLE, OHIO.

TAMPING-BAR FOR TAMPING RAILWAY-BALLAST.

973,563.

Specification of Letters Patent.

Patented Oct. 25, 1910.

Application filed August 5, 1910. Serial No. 575,661.

To all whom it may concern:

Be it known that I, GEORGE H. PRENTICE, a citizen of the United States of America, residing at Painesville, in the county of Lake and State of Ohio, have invented certain new and useful Improvements in Tamping-Bars for Tamping Railway-Ballast; and I hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same.

This invention relates to improvements in tamping bars for tamping railway-ballast composed of broken stone.

The primary object of this invention is to provide a tamping bar with which railway-ballast of the character indicated may be properly tamped with great facility and efficiency and which is especially well adapted for tamping broken stone under railway-ties of the bed of a railway.

With this object in view, this invention consists in a tamping bar having the peculiarly contoured tamping head hereinafter described, pointed out in the claims, and illustrated in the accompanying drawings.

In the said drawings, Figure 1 is a side view of the main portion of a tamping bar embodying my invention. Fig. 2 is a left hand side view relative to Fig. 1. Fig. 3 is a top plan relative to Fig. 1.

My improved tamping bar has an upright handle 5 which terminates, at its lower and forward end, in a flat head 6 employed in tamping railway-ballast. The said head is preferably arranged at an obtuse angle to the handle and projects not only downwardly and forwardly from the handle but laterally of the handle equidistantly in opposite directions. In other words, my improved tamping bar terminates at one end in a tamping head which projects endwise of the bar.

The upper or rear portion of the head 6 preferably gradually increases in width forwardly and projects equidistantly beyond opposite sides of the handle. Opposite side edges 7 and 7 of the said rear portion of the head diverge therefrom forwardly and face laterally and rearwardly in opposite directions respectively.

The lower or forward portion of the head 6 decreases in width toward the forward end of the head, and hence opposite side edges 8 and 8 of the said forward portion

converge forwardly and face laterally in opposite directions respectively and forwardly but are spaced transversely or widthwise of the head at the said end of the head so as to form a downwardly or forwardly facing transverse edge 10 between the forward ends of the said side edges. In other words, the tamping bar is provided at the forward end of its head 6 with an edge 10 which is arranged transversely of the bar and widthwise of the head, and the forward portion of the head gradually increases in width rearwardly from the said transverse edge, and consequently opposite side edges 8 and 8 of the said portion of the head extend and diverge rearwardly from opposite ends respectively of the said transverse edge. Preferably the side edges 8 and 8 of the forward portion of the head 6 are spaced at their rear ends about three times the length of the transverse edge 7. Preferably the edges 8 and 10 of the forward portion of the head 6 are arranged at a right angle to the polygonal flat faces 12 of the head.

During the operation of the tamping bar on railway-ballast composed of broken stone the tamping is effected by the transverse edge 10 and side edges 8 and 8 of the forward portion of the head, but the said side edges, facing laterally as well as downwardly or forwardly, not only participate in tamping the ballast but also operate to spread the ballast and facilitate the entrance of the head into the ballast.

A tamping bar having a tamping head provided with tamping edges relatively arranged as hereinbefore described is capable of operating with great facility and efficiency, and not unimportant is the peculiar shape of the head illustrated in facilitating the operation of the tamping bar under railway-ties of the bed of a railway.

What I claim is:—

1. A tamping bar for tamping railway-ballast, which bar terminates at one end in a tamping head projecting endwise of the bar, which head at its forward end has a forwardly facing tamping edge arranged widthwise of the head, said head having its forward portion increased in width from the said edge in the direction of the rear end of the head.

2. A tamping bar for tamping railway-ballast, which bar terminates at one end in a tamping head projecting endwise of the bar, which head at its forward end has a

forwardly facing tamping edge arranged widthwise of the head, said head having its forward portion gradually increasing in width rearwardly from the said edge and projecting substantially equidistantly laterally beyond opposite ends of the said edge.

3. A tamping bar for tamping railway-ballast, which bar terminates at one end in a tamping head projecting endwise of the bar, which head at its forward end has a forwardly facing tamping edge arranged transversely or widthwise of the head, said head having two laterally and forwardly facing and rearwardly diverging tamping edges which project laterally beyond opposite ends respectively of the first-mentioned edge.

4. A tamping bar for tamping railway-ballast, which bar terminates at one end in a flat tamping head projecting endwise of the bar, which head at its forward end has a tamping edge arranged transversely or widthwise of the head, said head having a forward portion which increases in width rearwardly from the said edge and projects substantially equidistantly laterally beyond opposite ends of the said edge and has its side edges facing laterally and forwardly.

5. A tamping bar for tamping railway-ballast, which bar terminates at one end in a flat tamping head projecting endwise of the bar, which head is widest at a point intermediate its forward and rear ends and provided at its forward end with a forwardly facing edge which extends widthwise of the head, said head increasing in width rearwardly from opposite ends of the said edge.

6. A tamping bar for tamping railway-ballast, which bar terminates at one end in a flat tamping head projecting endwise of the bar, which head is widest a suitable distance rearwardly of the forward end of the head and provided at its forward end and centrally between the side extremities of the head with a forwardly facing edge which extends widthwise of the head, said head gradually increasing in width rearwardly from opposite ends of the said edge.

In testimony whereof, I sign the foregoing specification, in the presence of two witnesses.

GEORGE H. PRENTICE.

Witnesses:

C. H. DORER,
B. C. BROWN.