

J. W. BABB.
RAILWAY FASTENING DEVICE.
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1,049,192.

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Fig. 1.

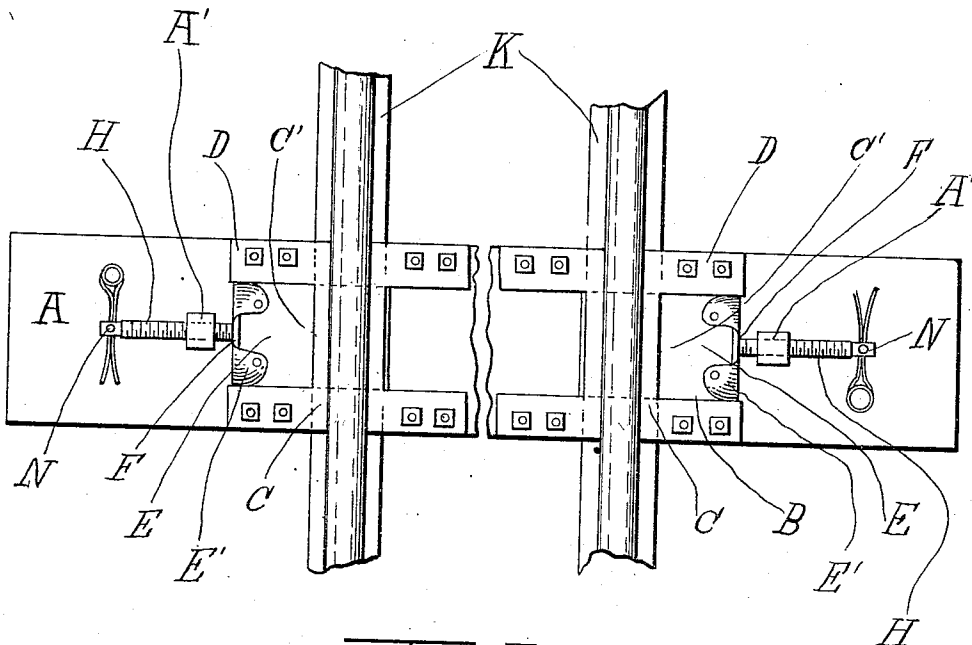
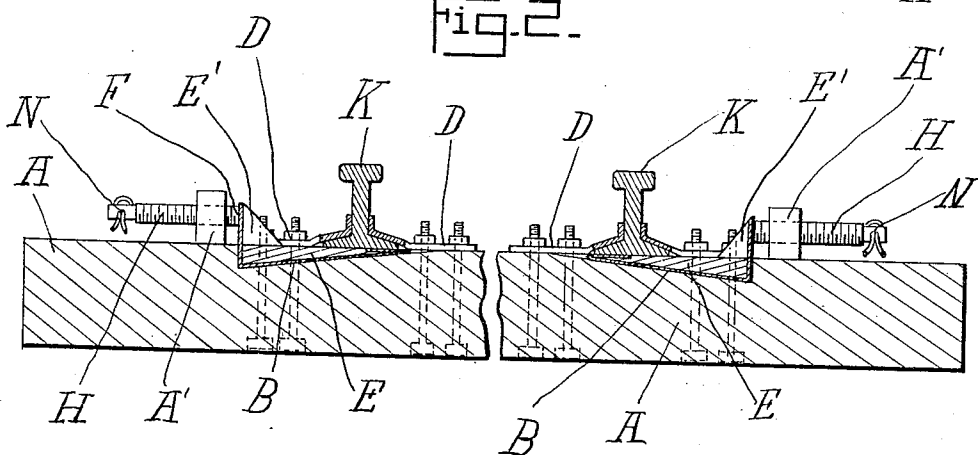


Fig. 2.



Witnesses
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UNITED STATES PATENT OFFICE.

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RAILWAY FASTENING DEVICE.

1,049,192.

Specification of Letters Patent.

Patented Dec. 31, 1912.

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To all whom it may concern:

Be it known that I, JAMES W. BABB, a citizen of the United States, residing at New London, in the county of Waupaca and State of Wisconsin, have invented certain new and useful Improvements in Railway Fastening Devices; and I do 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 appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in devices for tightening rails upon railway ties and comprises a simple and efficient device of this nature, having various details of construction and combinations and arrangements of parts which will be hereinafter fully described, shown in the accompanying drawings and then specifically defined in the appended claims.

My invention is illustrated in the accompanying drawings, in which:—

Figure 1 is a top plan view of my invention, and Fig. 2 is a central longitudinal sectional view through the tie and tightening blocks.

Reference now being had to the details of the drawings by letter, A designates a tie made of any suitable material and provided with recesses B, the bottoms of which are inclined, as shown clearly in Fig. 2 of the drawings.

C, C designate fish plates, each of which is cut away at C', forming two arms D which are bolted or fastened to the tie, preferably one upon either side of said recess, the inner edges of said arms being flush with the opposite end walls of the recess. The portion of the fish plate which is fastened to the web of the rail bridges the recess and adapted to be bolted to the web of a rail.

A rail tightening block E has its under face inclined, conforming to the inclination of the bottom of the recess in which the block is seated, the upper surface of the block being flat and extending underneath the rail K. Said block is made preferably of wood and has a metallic shoe, the inner end of which engages over the forward end of the block and the rear end of said shoe

extends vertically and has its corners downwardly bent as at E' and fastened to the block, forming braces for the upright abutment portion F at the outer end of the block. An adjusting screw H is mounted in a threaded aperture in a lug A' projecting from the upper surface of the tie adjacent to the recess and the inner end of said screw is adapted to bear against the projection F of the block. The outer end of the screw is preferably flattened for the reception of a wrench and has a perforation N therein for the reception of a key which will prevent the screw from turning. It will be noted that each tie is provided with two wedge blocks of similar construction, each being adapted to be seated in a recess and to be adjusted so that the wedge block will bear frictionally against the under surface of the bottom of a rail.

As the blocks are moved forward, they will be guided between the inner edges of the arms of the fish plate which will tend to prevent side or lateral movement to the blocks when the upper surface of the blocks are raised above the upper surface of the tie.

By the provision of a tightening device embodying the features of my invention, it will be noted that any loosening of the rail may be taken up by the adjustment of the wedge blocks which also serve as a cushion for the rails, the keys preventing any accidental turning of the screws after the blocks have been adjusted to their proper positions.

What I claim to be new is:—

1. A device for tightening railway rails comprising a tie having recesses formed in the upper surface thereof, the bottom of each recess being inclined, a wedge block seated in each recess and its under surface inclined, a shoe for each block, the rear end of each being upturned forming an abutment portion, and a screw mounted in suitably threaded aperture in a projection upon the upper surface of the tie and adapted to bear against said abutment portion of the shoe, as set forth.

2. A device for tightening railway rails comprising a tie having recesses formed in the upper surface thereof, the bottom of each recess being inclined, a wedge block seated in each recess and its under surface inclined, a shoe for each block, the rear end of each being upturned forming an abutment portion, a screw mounted in suitably threaded aperture in a projection upon the

upper surface of the tie and adapted to bear against said abutment portion of the shoe, a fish plate secured to the upper surface of the tie and having laterally projecting arms 5 which are fastened, one on either side of said recess and between which said block is guided, as set forth.

3. A device for tightening railway rails comprising a tie having recesses formed in 10 the upper surface thereof, the bottom of each recess being inclined, a wedge block seated in each recess and its under surface inclined, a shoe for each block, each shoe projecting above the block and having

downwardly bent portions which are fas- 15 tened to the block forming braces, a screw mounted in a threaded aperture in a projection upon the upper surface of the tie and bearing against the upwardly projecting portion of said shoe, and means for 20 holding the screw from rotation, as set forth.

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

JAMES W. BABB.

Witnesses:

E. W. WENDLANDT,
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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
