No. 782,647. PATENTED FEB. 14, 1905.

A. J. EDDINS.

DEVICE FOR FASTENING CAR WHEELS TO THEIR RAILS.

APPLICATION FILED OCT. 22, 1904.

Fig. 1.

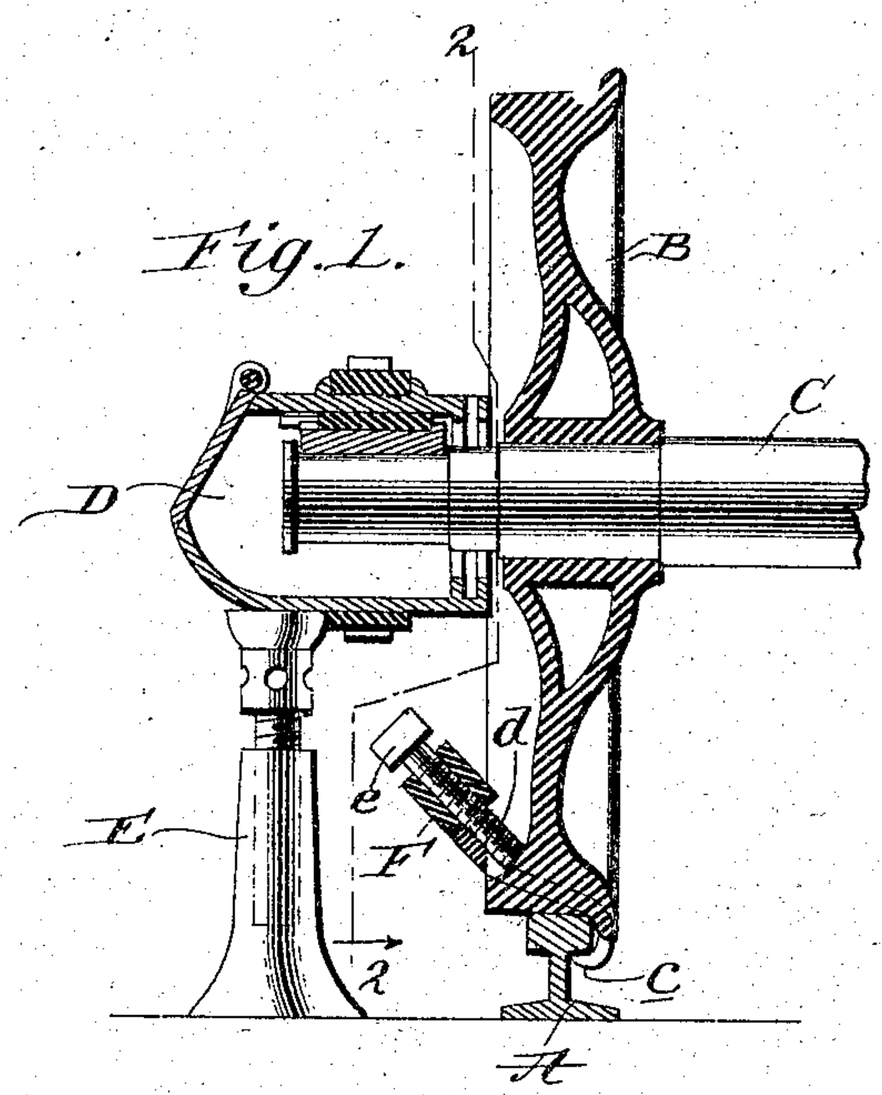


Fig. 2.

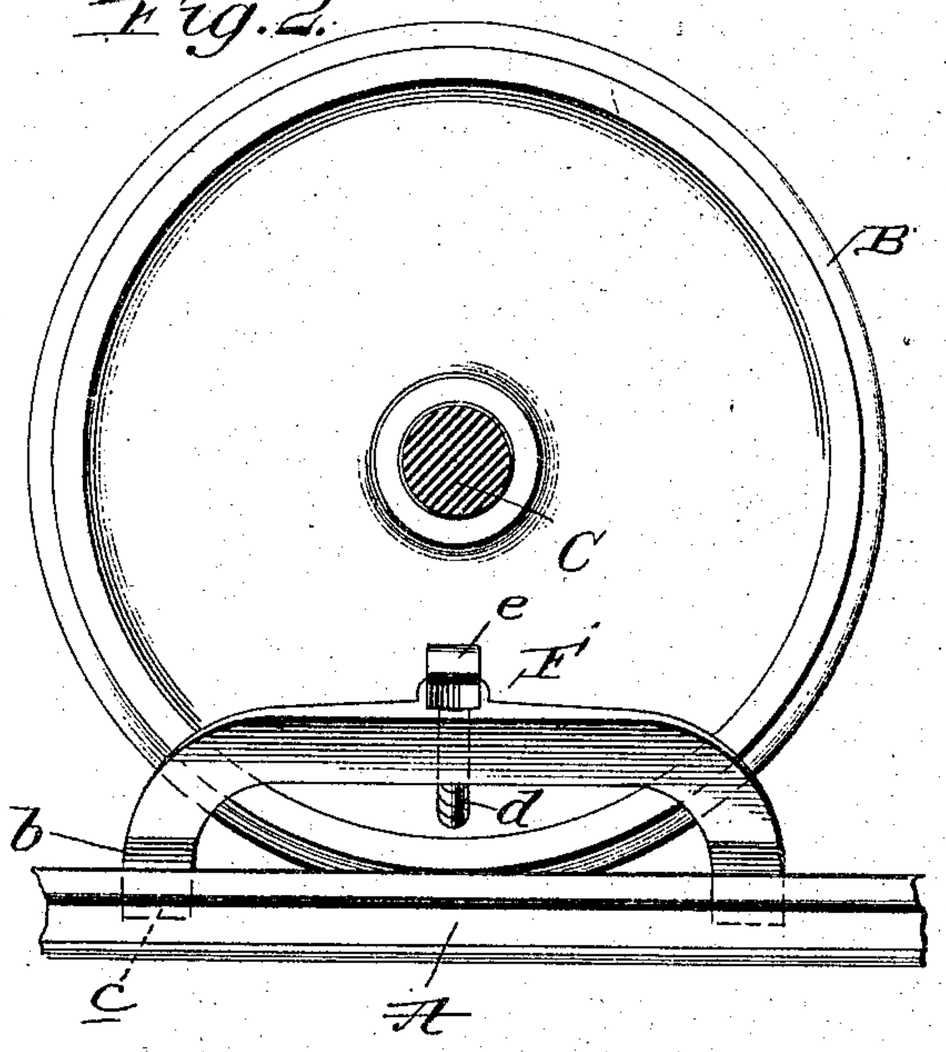
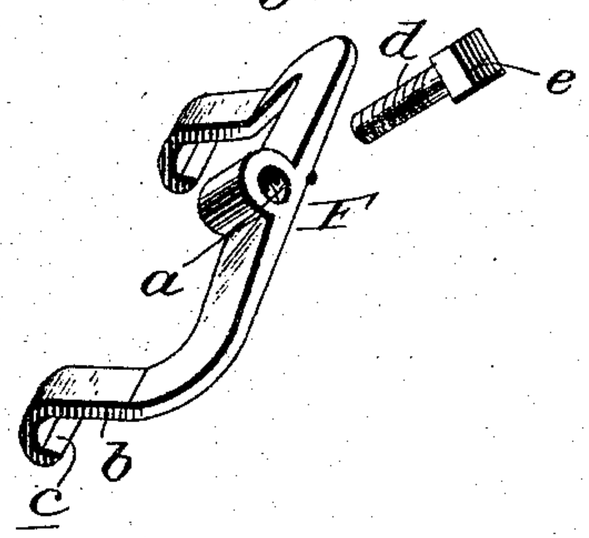


Fig. 3.



Witnesses

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No. 782,647. Patented February 14, 1905.

UNITED STATES PATENT OFFICE.

ANDREW JACKSON EDDINS, OF BIGSPRING, TEXAS.

DEVICE FOR FASTENING CAR-WHEELS TO THEIR RAILS.

SPECIFICATION forming part of Letters Patent No. 782,647, dated February 14, 1905.

Application filed October 22, 1904. Serial No. 229,660.

To all whom it may concern:

Be it known that I, ANDREW JACKSON EDDINS, a citizen of the United States, residing at Bigspring, in the county of Howard and State of Texas, have invented new and useful Improvements in Devices for Fastening Car-Wheels to Their Rails, of which the following is a specification.

My invention pertains to means for holding car-wheels down on rails while the boxes in which the wheel-axles are journaled are jacked up to permit of the bearing-plates in said boxes being replaced with new plates; and it has for its object to provide a compact and inexpensive device through the medium of which a car-wheel may be securely fastened down upon a rail and one which is susceptible of easy and expeditious application to rails and wheels of the ordinary construction and is adapted to be as readily disconnected therefrom.

With the foregoing in mind the invention will be fully understood from the following description and claims when taken in connection with the accompanying drawings, forming part of this specification, in which—

Figure 1 is a view, partly in transverse section and partly in elevation, illustrating the manner in which my improved device performs its function. Fig. 2 is a view taken at right angles to Fig. 1 and on the line 2 2 of said figure looking in the direction indicated by arrow, and Fig. 3 comprises disconnected perspective views of the parts constituting my novel device.

Similar letters designate corresponding parts in all of the views of the drawings, referring to which—

A is a railway-rail. B is a wheel disposed on the rail, C an axle bearing the wheel, and D a box in which the axle is journaled. These parts may be of the ordinary well-known construction, as illustrated, or of any other construction compatible with the purpose of my invention.

E is a lifting-jack, which is also by preference of a well-known type and is designed to be disposed under and used to raise the box D with respect to the end of the axle C, and F is my novel device as a whole. The said device F comprises a body and a set-screw, as best shown in Fig. 3. The body, which is of steel or other material, has a threaded aperture *a* at its middle and also has end arms *b*, which terminate in hooks or toes *c*. The set-screw (lettered *d*) is of a size to bear in the aperture *a* of the body and is provided by preference with an angular head *e*.

In practice my novel device F is applied after the manner shown in Figs. 1 and 2— that is to say, the body of the device is disposed with its major portion at the outer side of and parallel to the lower part of the wheel B and its angular arms *b* extending across the head of the rail A, so that the outwardly-directed hooks or toes *c* engage the under side of the inner portion of the rail-head, while the screw *d* is turned inwardly through the threaded aperture *a* of the body and set against the outer side of the lower part of the wheel. It will be readily apparent that when this is done the device F will be fixed with respect to the rail and the wheel and will securely hold the latter against upward movement from the former. From this it follows that when the box D is raised through the medium of the jack E or any other suitable means the axle C will be prevented from moving upwardly with said box D, and hence the bearing-plates in the box may be quickly and easily removed and replaced with new bearing-plates. Subsequent to the equipment of the box D with new bearing-plates and the lowering of the said box to its normal position on the journal of the axle my novel device is disengaged from the rail and wheel and is then ready to be used in connection with another wheel. As is obvious, it is simply necessary in order to remove the device from the rail and wheel to turn the screw *d* outwardly and shift the hooks *c* out of engagement with the rail-head.

Notwithstanding the efficiency of my novel device and the facility with which it may be engaged with and disengaged from a rail, the device is very simple, compact, and inexpensive, and hence does not add greatly to a repair equipment.

I have entered into a detailed description of the construction and relative arrangement of the parts embraced in the present and pre-

ferred embodiment of my invention in order to impart a full, clear, and exact understanding of the said embodiment. I do not desire, however, to be understood as confining myself to such specific construction and relative arrangement of parts, as such changes or modifications may be made in practice as fairly fall within the scope of my invention as claimed.

While I have described a set-screw, which is the preferred means for engaging a wheel on the rail at the opposite side of the wheel with reference to the side of the rail engaged by the body of my novel device, I desire it distinctly understood that any suitable means may be employed for the first-mentioned purpose without involving departure from the scope of my invention.

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

1. A device for the purpose described, provided with means arranged to engage a rail at one side thereof, and means arranged to engage the lower portion of the rim of a wheel on the rail at the opposite side of the wheel, with reference to the side of the rail engaged by the first-mentioned means.

2. A device for the purpose described, comprising a body having means for engaging a rail at one side thereof, and means carried by and adjustable with respect to the body and arranged to be set against a wheel on the rail at the opposite side of the wheel, with reference to the side of the rail engaged by the means on the body.

3. A device for the purpose described, comprising a body having arms arranged to engage a rail at one side thereof, and means carried by and adjustable with respect to the body and arranged to be set against a wheel on the rail at the opposite side of the wheel, with reference to the side of the rail engaged by the arms of the body.

4. A device for the purpose described, comprising a body having a threaded aperture and arms arranged to engage a rail at one side thereof, and a set-screw bearing in the threaded aperture of the body and arranged to be turned against a wheel on the rail at the opposite side of the wheel, with reference to the side of the rail engaged by the arms of the body.

5. A device for the purpose described, comprising a body having a threaded aperture and also having angular arms at its ends and hooks at the terminals of said arms, and a set-screw bearing in the threaded aperture of the body.

6. The combination of a railway-rail, a wheel thereon, and a device engaging one side of the head of the rail and also engaging the lower part of the rim of the wheel at the opposite side of the wheel, with reference to the engaged side of the rail-head.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

ANDREW JACKSON EDDINS.

Witnesses:

W. F. KNIGHT, Jr.,

B. B. CLIFTON.