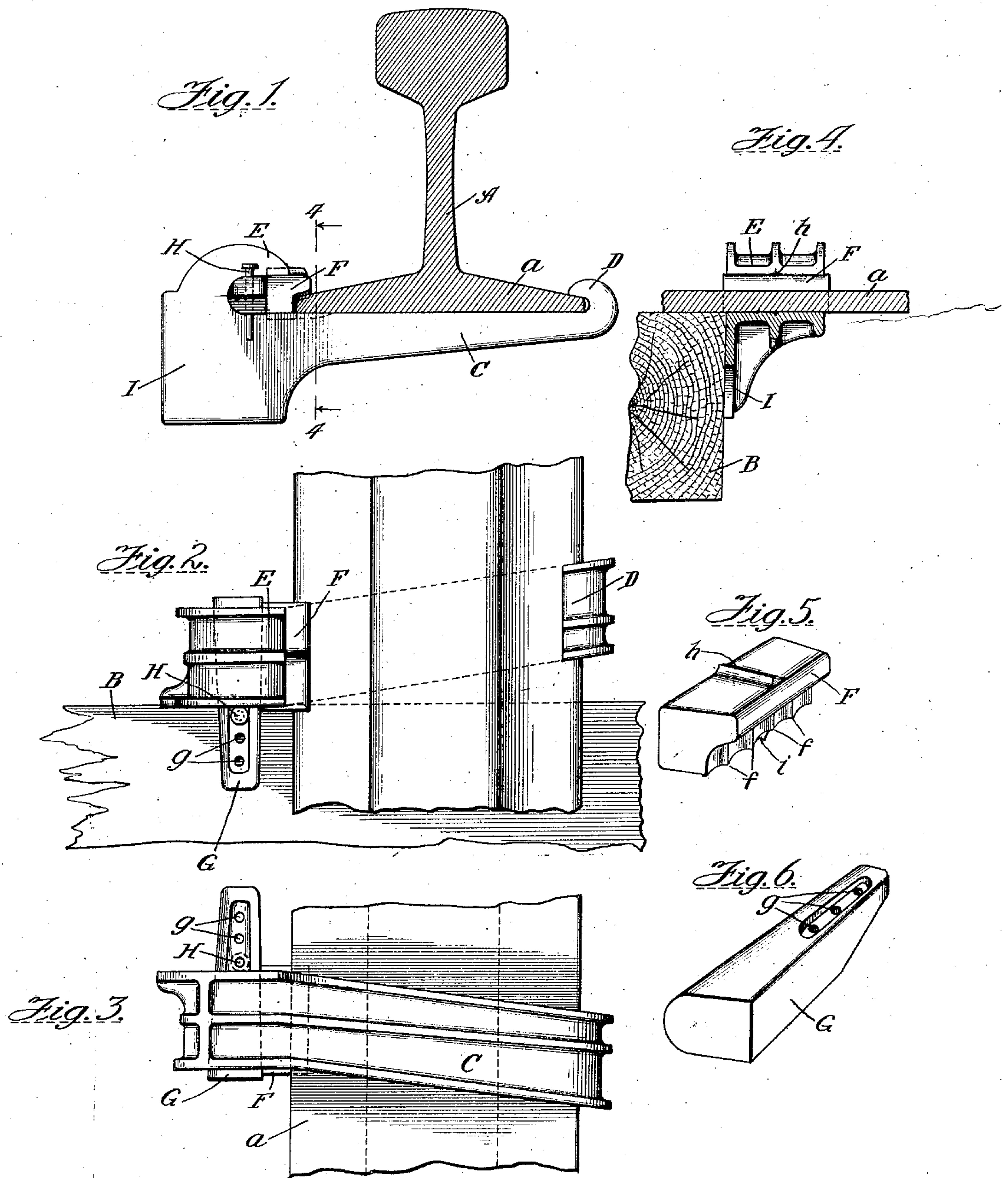


No. 847,403.

PATENTED MAR. 19, 1907.

J. J. O. FISCHER.
RAILWAY RAIL STAY.
APPLICATION FILED JAN. 22, 1907.



Witnesses:

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UNITED STATES PATENT OFFICE.

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MESNE ASSIGNMENTS, TO LAAS & SPONENBURG CO., A CORPORATION
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RAILWAY-RAIL STAY.

No. 847,403.

Specification of Letters Patent.

Patented March 19, 1907.

Application filed January 22, 1907. Serial No. 353,502.

To all whom it may concern:

Be it known that I, JENS JORGENSEN OVE FISCHER, a citizen of the United States, residing at Racine, in the county of Racine and State of Wisconsin, have invented certain new and useful Improvements in Railway-Rail Stays, of which the following is a specification.

This invention relates to improvements in devices adapted to be applied to the base of a railway-rail for the purpose of anchoring the rail, so as to prevent longitudinal creeping of the rail.

The object of the present invention is to provide a device of this class, which while simple in construction and easy of application to a rail is yet capable of holding the rail very securely.

The device herein shown and described is in the nature of an improvement on the device covered by United States Letters Patent No. 738,499, granted to H. H. Sponenburg, September 8, 1903.

In the drawings accompanying this specification, Figure 1 is an elevational side view of my improved rail-stay applied to a rail. Fig. 2 is a top plan view of the same. Fig. 3 is a bottom plan view of the same. Fig. 4 shows a section through the base of the rail and the rail-stay, the section being taken on the line 4-4 of Fig. 1 looking in the direction indicated by the arrows. Fig. 5 shows in perspective a rail-gripping member used with this device. Fig. 6 shows in perspective a wedge employed to lock the parts of the device to the rail.

In the several figures of the drawings A is the rail, and B is a tie upon which the rail is supported. Extending across the under side of the base *a* of the rail A is a bar-connecting member C, provided with a jaw D upon one of its ends, adapted to hook over one edge of the rail-base *a*. The opposite end of this member is also provided with a hook or jaw E.

F is a rail-gripping member adapted to be inserted into one of the jaws between the latter and the edge of the rail-base. This rail-gripping member is preferably formed of metal harder than that of the rail and is provided with projections or teeth *f*, adapted to bite into the rail.

G is a key, in the form of a wedge, adapted to be driven into the jaw E behind the gripping

member F and to force the latter outward into engagement with the rail-base. This key is preferably formed with a series of openings *g* therethrough. After the wedge is driven in and the member F is caused to grip the rail-base a pin H may be passed through one of these holes *g* to prevent the wedge from working backward, and thus permitting the parts of the device to become loosened from the rail. This pin may consist of an ordinary round wire nail.

To prevent movement of the part F in the direction of its length, I provide this part F with a rib *h*, extending transversely across the upper side thereof, and a similar rib *i*, extending across its lower side. These ribs fit into suitable corresponding depressions in the bar C and jaw E.

The bar C is provided with a tie-abutting member, consisting of a downwardly-projecting apron I. The device is placed upon the rail, with this apron I in contact with the side of a tie, and is so disposed that creeping of the rail in the direction in which it tends to creep will be prevented.

In the drawings I have shown the invention as applied to a rail-stay of that type wherein the jaws D and E are disposed at an angle other than a right angle with the bar C, so that when the device is secured to the rail said bar will be inclined at an angle to a line passing directly across the rail-base. By this arrangement, as is now well known to those skilled in this art, any creeping of the rail tends to tighten the jaws upon said rail. This feature, however, is well known and neither serves to characterize nor to limit my present invention, which consists, primarily, in providing a familiar type of anticreeper, with a rail-biting member movable transversely of the rail, a wedge for tightening the rail-biting member against the flange of the rail and combined, preferably, with coengaging means providing a positive stop to prevent the movement of the rail-biting member longitudinally of the rail.

I claim—

1. A rail-stay comprising a pair of jaws, a connecting member arranged to extend beneath the base of the rail and connect the said jaws, a rail-gripping member adapted to be interposed between one of said jaws and one edge of the rail-base and movable trans-

versely of the rail, coengaging means on said rail-stay and said rail-gripping member to prevent the movement of said rail-gripping member lengthwise of the rail, and a wedge
5 arranged to be interposed between said rail-gripping member and an abutment on the anticreeper so as to force said rail-gripping member into gripping engagement with the rail-base.

10 2. A rail-stay comprising a pair of facing jaws having fixed relation to each other, a connecting member adapted to extend beneath the base of the rail and connect said jaws, a rail-gripping member movable length-
15 wise of the rail-stay and arranged to be interposed between one of said jaws and one edge of the rail-base, coengaging abutments upon the rail-gripping member and the body of the rail-stay to prevent movement of the rail-
20 gripping member lengthwise of the rail, and means for forcing the rail-gripping member into gripping engagement with the base of the rail.

3. A rail-stay comprising a connecting
25 member extending across the lower side of the base of the rail, and having a jaw upon each of its ends, a rail-gripping member inserted in one of said jaws and movable transversely of the rail, and a wedge adapted to be
30 inserted behind said rail-gripping member to force said member into engagement with the base of the rail.

4. A rail-stay comprising a connecting
35 member extending across the lower side of the base of the rail and provided with means at one end for abutting a tie, and having also a jaw upon each of its ends, a rail-gripping member movably arranged in one of said
40 jaws, said rail-gripping member being composed of harder material than the rail, and a tapered key adapted to be inserted into said jaw and to force said rail-gripping member into holding engagement with the rail-base.

5. A rail-stay comprising a connecting member extending across the lower side of
45 the base of the rail and provided with means for abutting a tie, and having also a jaw upon each of its ends, a rail-gripping member movably arranged in one of said jaws, and a tapered key adapted to be inserted into said
50 jaw and to force said rail-gripping member into holding engagement with the rail-base.

6. A rail-stay comprising a connecting member extending across the lower side of
55 the base of the rail and provided with means at one end for abutting a tie, and having also a jaw upon each of its ends, a rail-gripping member movably arranged in one of said jaws, said rail-gripping member being com-
60 posed of harder material than the rail, and a tapered key adapted to be inserted into said jaw and to force said rail-gripping member into holding engagement with the rail-base.

7. A rail-stay comprising a bar extending
65 across the lower side of the base of the rail and provided with means for abutting a tie, said bar having also a jaw upon each of its ends, a rail-gripping member movably arranged in one of said jaws, and a tapered key
70 adapted to be inserted into said jaw and to force said rail-gripping member into holding engagement with the rail-base, and means for locking said key in position.

8. A rail-stay comprising a bar extending
75 across the lower side of the base of the rail and provided with means for abutting a tie, said bar having also a jaw upon each of its ends, a toothed rail-gripping member movably arranged in one of said jaws, and a tapered
80 key adapted to be inserted into said jaw and to force said rail-gripping member into holding engagement with the rail-base.

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