W. B. COOKE.

RAIL ANCHOR.

APPLICATION FILED NOV. 23, 1909.

964,397. Patented July 12, 1910.

Fig. 2.

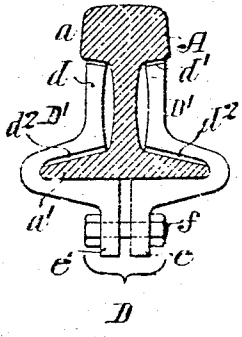


Fig. 1.

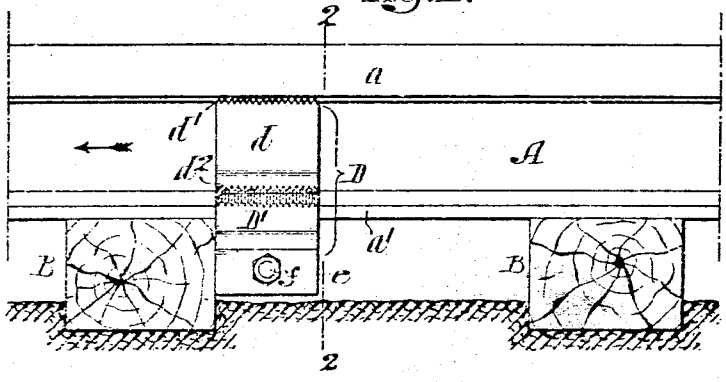


Fig. 3.

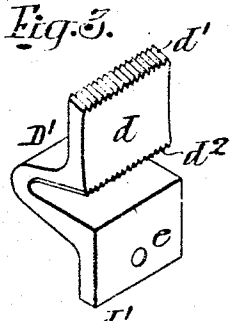


Fig. 4.

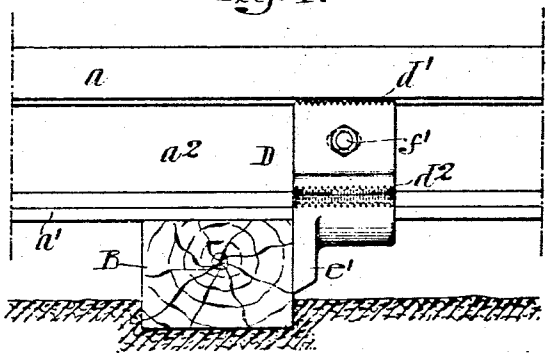


Fig. 6.

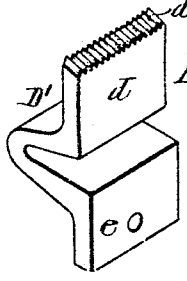
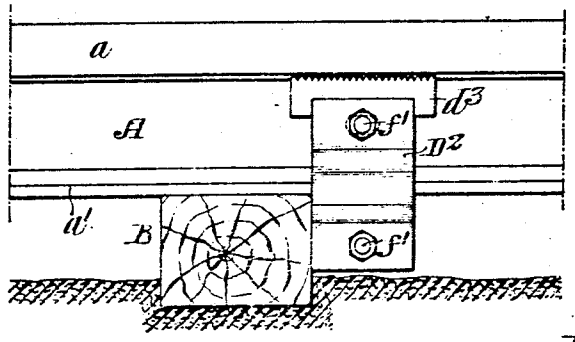


Fig. 5.



Witnesses:-
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Walter Chinn

Inventor-
Warner B. Cooke.
by his Attorneys-
Howson & Howson

UNITED STATES PATENT OFFICE.

WARNER B. COOKE, OF JENKINTOWN, PENNSYLVANIA, ASSIGNOR TO WILLIAM WHARTON, JR., & COMPANY, INCORPORATED, OF PHILADELPHIA, PENNSYLVANIA., A CORPORATION OF PENNSYLVANIA.

RAIL-ANCHOR.

964,397. Specification of Letters Patent. Patented July 12, 1910.

Application filed November 23, 1909. Serial No. 529,613.

To all whom it may concern:

Be it known that I, WARNER B. COOKE, a citizen of the United States, residing in Jenkintown, Pennsylvania, have invented certain Improvements in Rail-Anchors, of which the following is a specification.

One object of this invention is to provide means for preventing the longitudinal creeping of rails of a railway track.

A further object of the invention is to so construct the device that it can be clamped to the rail in the proper position against one side of a tie and any movement of the rail will cause the clamp to bite into the rail.

In the accompanying drawing:—Figure 1, is a side view of sufficient of a railway track to illustrate my invention; Fig. 2, is a sectional view on the line 2—2, Fig. 1; Fig. 3, is a perspective view of one section of the clamp; Figs. 4 and 5, are views illustrating modifications of the invention; and Fig. 6, is a perspective view of one section of the clamp with the serrations only on the upper edge.

A is the rail mounted on the ties B in the usual manner, D is the clamp made in two sections D′, one preferably made identical with the other, one being mounted on one side of the rail and the other on the other side. The portion d of each section fits between the under side of the head a of the rail and the base flange a', and the upper edge of this portion is serrated, or toothed, as illustrated at d', to bite into the head of the rail, and the lower edge is toothed, as shown at d^2, to bite into the upper edge of the base flange of the rail. Each section fits snugly around the base flange of the rail and has depending portions e through which pass one or more bolts f which confine the sections to the rail.

The clamp is adjusted on the rail in contact with a tie B, as illustrated in Fig. 7. Any movement of the rail in the direction of the arrow, due to creeping, will tend to tilt the clamp and the serrated portions of the clamp will bite into the under surface of the head and the upper surface of the base flange, due to the pressure against the tie. This will prevent the further movement of the rail. In some instances the serrations may be formed at the upper edge only of the clamp, as illustrated in Fig. 6.

In Fig. 4, I have shown a different form of clamp, in which a securing bolt f' passes through an opening in the web a^2 of the rail, and either the web or the clamp is slotted to allow for adjustment. Each member of the clamp has a depending portion e' in this instance, which bears against the side of the tie B.

In Fig. 5, I have shown a modification, in which two bolts f, f' are used, one passing under the rail and the other through the web of the rail to secure the sections D^2 of the clamp to the rail. In this instance I provide a separate serrated plate d^3 the serrations bearing against the under side of the head of the rail, so that any longitudinal movement of the head of the rail in one direction will cause the clamp to tilt, thereby making its serrations bite into the rail. The clamp may also be provided with fixed or detachable serrated sections adapted to bite upon the flange of the rail, as in the other figures, if desired.

I claim:—

1. The combination of a rail, a tie, with a clamp secured to the rail and adapted to bear against the tie, the upper edge of the clamp having serrations adapted to fit against the under surface of the head of the rail, so that on the movement of the rail transversely of the tie the clamp will be tilted by abutting against the tie and its serrated surface caused to bite into the head of the rail.

2. The combination of a rail, a tie, with a clamp secured to the rail, said clamp being made in two sections, one of said sections having a portion fitting between the head of the rail and the base flange thereof, and the upper and lower surfaces of said portion being serrated so as to bite into the under surface of the head and the upper surface of the flange when the clamp is tilted due to its abutting against the tie by reason of the rail moving transversely of said tie.

3. The combination of a rail, a tie, a clamp made in two sections, each section having a portion fitting between the base flange and the head of the rail, said portions having serrations adapted to bite into the base flange and into the head of the rail when the clamp is tilted owing to its abutting against the tie as a result of a longi-

tudinal movement of the rail, with transverse bolts securing the two sections together.

4. The combination of a tie, a clamp made in two sections each having a portion shaped to fit between the base flange of the rail and the head and having upper and lower serrated surfaces placed to bite into the upper surface of the base flange and the lower surface of the head of the rail, when the clamp is tilted due to its contact with the tie as a result of a longitudinal movement of the rail, the sections of the clamp extending under the rail and having depending portions, with a bolt passing through the depending portions and confining the clamp to the rail.

5. A rail anchor made in two sections, one section having sharp teeth on the top surface of its upper edge placed to bite into the under side of the head of a rail when the section is tilted, the said section conforming to the shape of the rail.

6. A rail anchor made in two sections, each having two toothed surfaces, one surface being placed to bite into the under side of the head of a rail and the other section being in position to bite into the base flange of the rail when the clamp is tilted.

In testimony whereof, I have signed my name to this specification, in the presence of two subscribing witnesses.

WARNER B. COOKE.

Witnesses:
WM. E. SHUPE,
WM. A. BARR.