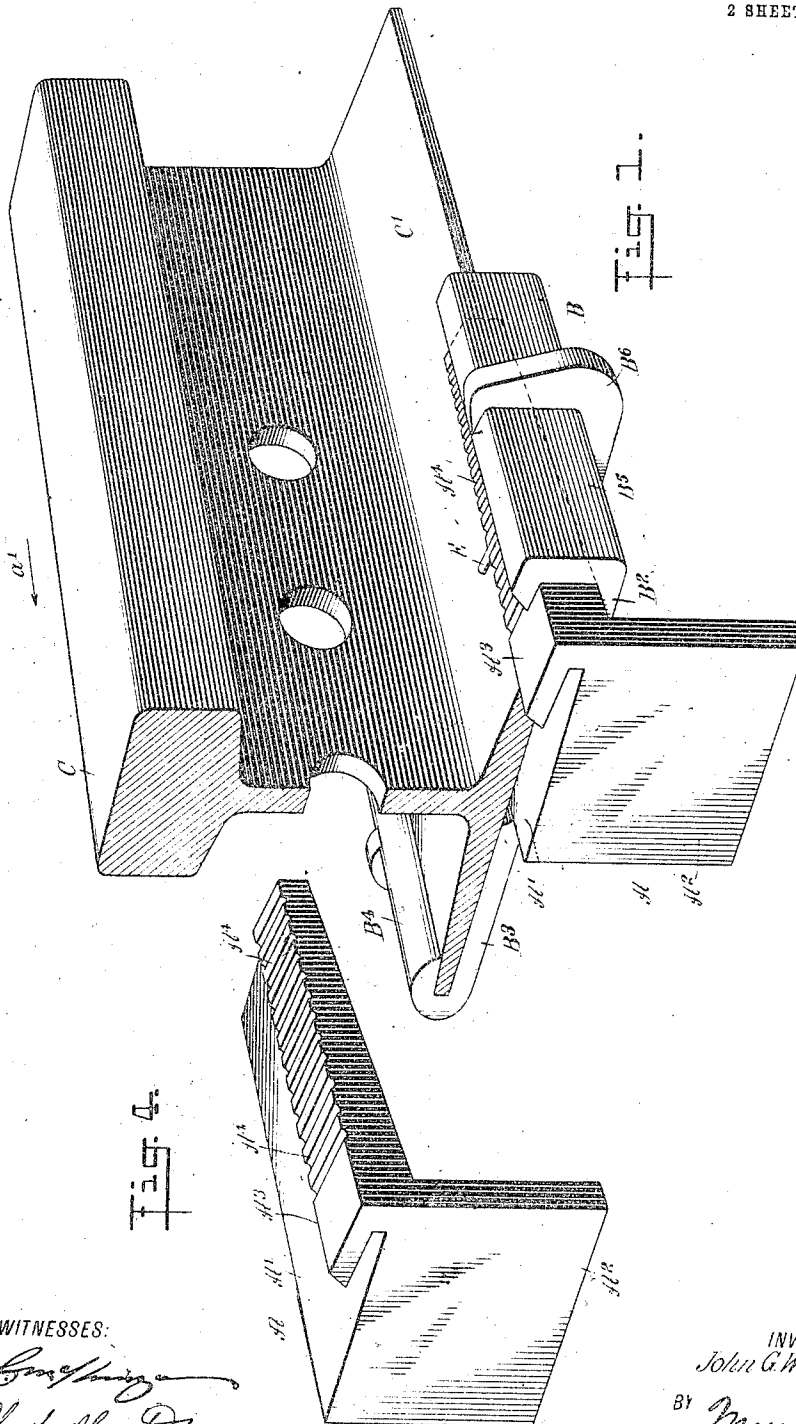


J. G. WOLFE.
RAIL ANTICREEPING DEVICE.
APPLICATION FILED MAR. 7, 1910.

982.337.

Patented Jan. 24, 1911.

2 SHEETS-SHEET 1.



WITNESSES:

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Fig. 2.

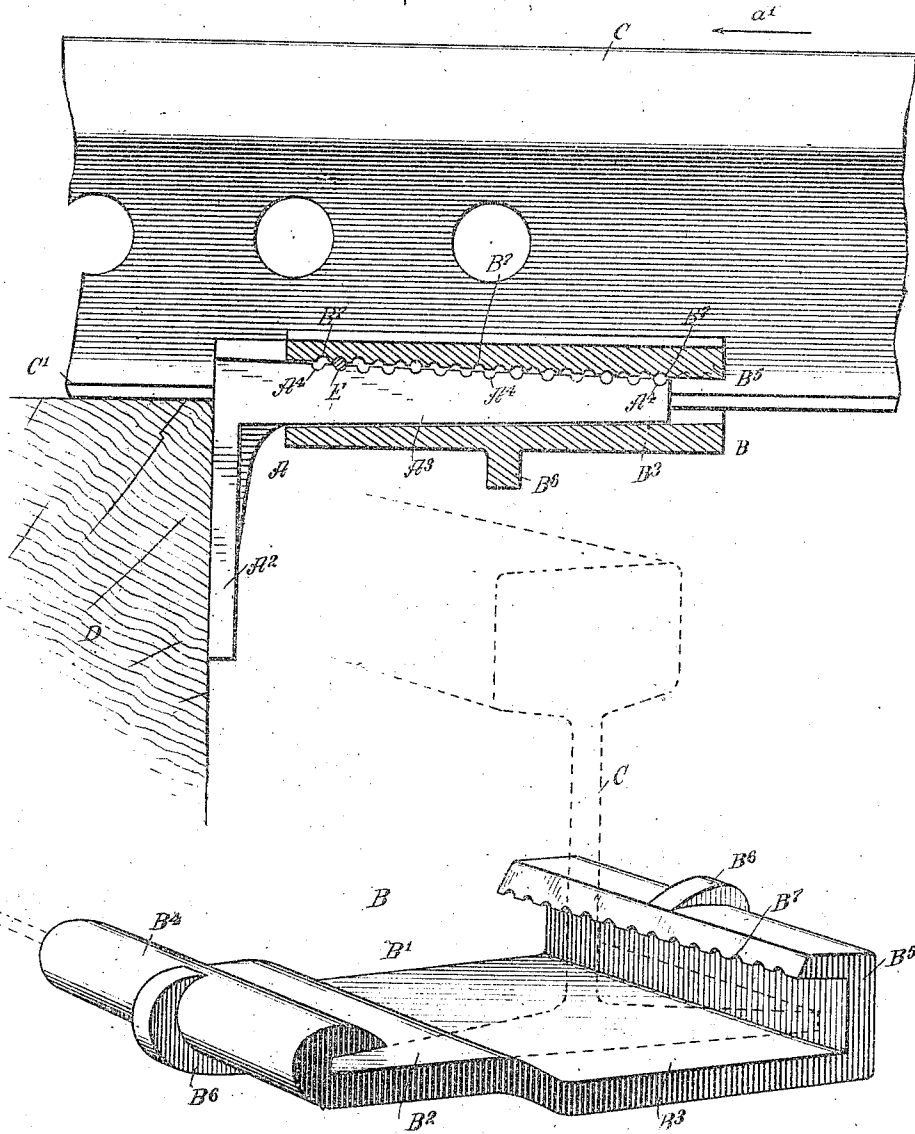


Fig. 3.

WITNESSES:

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JOHN G. WOLFE, OF NEW YORK, N. Y.

RAIL-ANTICREEPING DEVICE.

982,337.

Specification of Letters Patent. Patented Jan. 24, 1911.

Application filed March 7, 1910. Serial No. 547,654.

To all whom it may concern:

Be it known that I, JOHN G. WOLFE, a citizen of the United States, and a resident of the city of New York, borough of Manhattan, in the county and State of New York, have invented a new and Improved Rail-Anticreeping Device, of which the following is a full, clear, and exact description.

The invention relates to railway rails and fasteners, and its object is to provide a new and improved rail anti-creeping device, which is simple and durable in construction, easily applied, and arranged to prevent creeping of the rails in the direction of their length incident to the action of the wheels of passing trains.

For the purpose mentioned, use is made of an abutment member and an attaching member, the abutment member being adapted to abut against one side of the rail tie, and the said members having integral means in engagement with the rail base and for interlocking the members and fastening the members in position on the rail.

A practical embodiment of the invention is represented in the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a perspective view of the rail anti-creeping device as applied to a rail, the latter being shown in cross section; Fig. 2 is a longitudinal sectional elevation of the same; Fig. 3 is a perspective view of the attaching member; and Fig. 4 is a similar view of the abutment member.

The rail anti-creeping device consists essentially of an abutment member A and an attaching member B, the members being adapted to interlock with each other, and fastened to the base C' of the rail C, mounted in any suitable manner on the rail ties D, of which one is shown in Fig. 2.

The abutment member A is in the form of a plate A' extending under the base C' of the rail C, at approximately one-half of the width of the rail base C', and the said plate A' terminates at one end in a depending abutment A², engaging and resting against one side of the tie D, as plainly shown in Fig. 2. The outer side of the abutment member A is provided with an upwardly and inwardly extending flange A³, ranging lengthwise of the rail C and embracing or hooking onto one side of the base C' of the rail, the said flange A³ being

wedge-shaped or tapering in the direction of the length of the rail C.

The attaching member B consists of a bottom plate B', having a portion B² fitting under that part of the base C' of the rail C not occupied by the plate A' of the abutment member A, and the said plate B' is also provided with a portion B³, somewhat lower than the portion B², and fitting under the bottom of the plate A' of the abutment member A. The portion B² of the plate B' terminates in a flange B⁴, extending upwardly and inwardly, to engage the side of the rail base C' opposite the one engaged by the flange A³, as plainly shown in Fig. 1, and the portion B³ of the plate B' is provided with a guideway B⁵, extending lengthwise of the rail, for receiving the wedge-shaped flange A³ of the abutment member A. A transverse rib B⁶ on the under side of the plate B' and exterior of the flange B⁴ and the guideway B⁵, serves to reinforce the attaching member B. The guideway B⁵ extends upwardly and inwardly, and its top member is wedge-shaped, that is, the under side is beveled in the direction of the length of the rail to fit the wedge-shaped flange A³ of the abutment member A. The opposite faces of the top of the guideway B⁵ and the top of the flange A³ are provided with spaced transversely-extending grooves B⁷, A⁴, of which a pair of registering grooves are adapted to receive a transverse pin E, to lock the members A and B in position, after they are once attached and adjusted, as hereinafter more fully explained.

In using the device, the abutment member A is placed in position on the base C', at one side thereof, and the attaching member B is engaged with its flange B⁴ with the other side of the base of the rail and extended under the plate A', to be then moved lengthwise of the rail, to engage with its guideway B⁵, the wedge-shaped flange A³ of the abutment member A, which latter abuts with its depending abutment A² against one side of the tie D. The attaching member B is driven lengthwise in the direction of the arrow a', until the guideway B⁵ and the wedge-shaped flange A³ are firmly wedged together, and then the pin E is inserted in the pair of registering grooves B⁷, A⁴, as indicated in Fig. 2. Now by the arrangement described, the abutment member A and the attaching member B are securely fastened in position on the rail C,

and at the same time the members are interlocked with each other by the wedge-shaped guideway B² and the wedge A², and the depending abutment A² abuts against one side of the tie D. Now the creeping motion, incident to wheels passing over the rails C in the direction of the arrow a' is prevented, as the abutment flange A² abuts against the side of the tie D.

In order to prevent creeping of the rail C in the inverse direction of the arrow a', a similar rail anti-creeping device to the one shown and described is used, but applied in such a manner that the abutment A² abuts against the opposite side of a tie D.

The rail anti-creeping device shown and described, is very simple in construction and composed of but two principal parts, not liable to get out of order.

Having thus described my invention, I claim as new and desire to secure by Letters Patent:

1. A rail anti-creeping device, comprising an abutment member adapted to abut against the rail tie and having a longitudinally-extending wedge engaging one side of the rail base, and an attaching member comprising a plate having a flange engaging the other side of the rail base, and having a longitudinally-extending wedge-shaped guideway for receiving the said wedge, the said guideway tapering in direction of the length of the rail.

2. A rail anti-creeping device, comprising an abutment member adapted to abut against the rail tie and having a longitudinally-extending wedge engaging one side of the rail base, an attaching member comprising a plate having a flange engaging the other side of the rail base and having a longitudinally-extending wedge-shaped guideway tapering in direction of the length of the rail for receiving the said wedge, and means for locking the wedge in its guideway.

3. A rail anti-creeping device, comprising an abutment member adapted to abut against the rail tie and having a longitudinally-extending wedge engaging one side of the rail base and provided on its upper face with recesses, an attaching member having a flange engaging the other side of the rail base and having a longitudinally-extending wedge-shaped guideway for receiving the said wedge, the inner face of the top member of the guideway having recesses corresponding with the recesses on the said wedge and a pin for engagement with a pair of registering recesses.

4. A rail anti-creeping device, comprising an abutment member, extending under one side of the rail base, and having a depending flange for engagement with one side of a rail tie, the said abutment member being provided with a longitudinally-extending

wedge-shaped flange engaging one side of the rail base, and an attaching member extending under the said abutment member, and the other side of the rail base, the attaching member having a flange and a longitudinally extending wedge-shaped guideway, of which the flange engages the other side of the rail base, and the guideway engages the said wedge-shaped flange, the said guideway tapering in direction of the length of the rail.

5. A rail anti-creeping device, comprising an abutment member extending under one side of the rail base and having a depending flange for engagement with one side of a rail tie, the said abutment member being provided with a longitudinally-extending wedge-shaped flange engaging one side of the rail base, an attaching member extending under the said abutment member and the other side of the rail base, the attaching member having a flange and a wedge-shaped guideway, of which the flange engages the other side of the rail base and the guideway engages the said wedge-shaped flange, the opposite faces of the wedge-shaped flange and the guideway having transverse grooves adapted to register with each other, and a pin inserted in a pair of registering grooves.

6. A rail anti-creeping device, comprising an abutment member consisting of a plate extending under one side of the rail base and having a depending flange at one end for engagement with a rail tie, the said abutment member at its outer side having an upwardly and inwardly extending flange engaging one side of the rail base, the said flange extending lengthwise of the rail and tapering in direction of its length, and an attaching member consisting of a plate having an inwardly extending flange engaging the other side of the rail base, the said plate having a portion fitting under a part of the rail base, and a depressed portion extending under the abutment member, the said attaching member having a wedge-shaped guideway at the side opposite the flange, the said guideway being adapted to engage the wedge-shaped flange of the abutment member, the upper face of the said flange of the abutment member and the upper face of the said guideway being provided with a plurality of transverse grooves adapted to register with each other, and a pin for insertion in a pair of registering grooves.

7. In a rail anti-creeping device, an abutment member adapted to abut against a rail tie and having at one side an upwardly and inwardly extending wedge-shaped flange fitting over one side of the rail base, the said flange tapering in direction of the length of the rail, and an attaching member consisting of a plate having a flange engaging the other side of the said base, the said

attaching member having a longitudinally
extending wedge-shaped guideway approxi-
mately of the same length as the said wedge
shaped flange and adapted to receive the
5 same, and a locking connection between the
top of said wedge-shaped flange and the in-
ner face of the top member of said guide-
way.

In testimony whereof I have signed my
name to this specification in the presence of 10
two subscribing witnesses.

JOHN G. WOLFE.

Witnesses:

THEO G. HOSTER,
JOHN P. DAVIS.