A. M. TAYLOR.

ANTICREEPING RAIL.

APPLICATION FILED JULY 25, 1912.

1,049,780.

Patented Jan. 7, 1913.

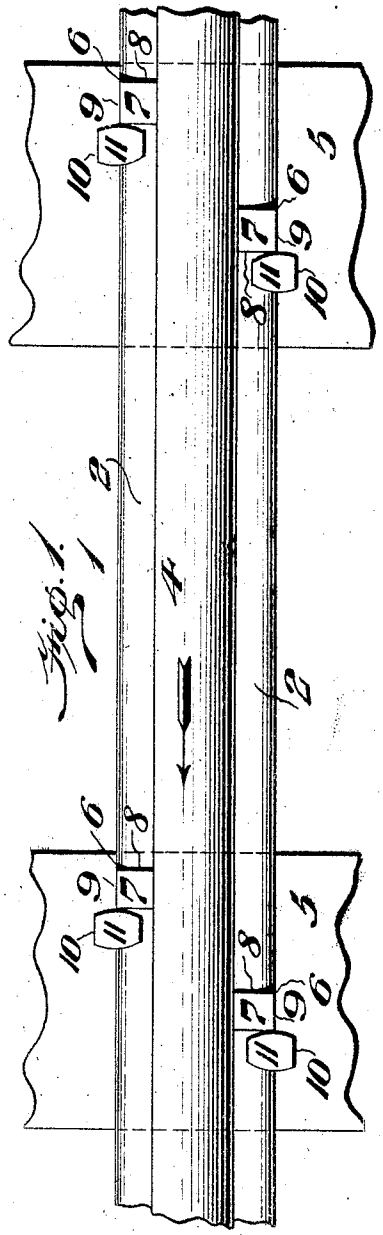

Fig. 1.

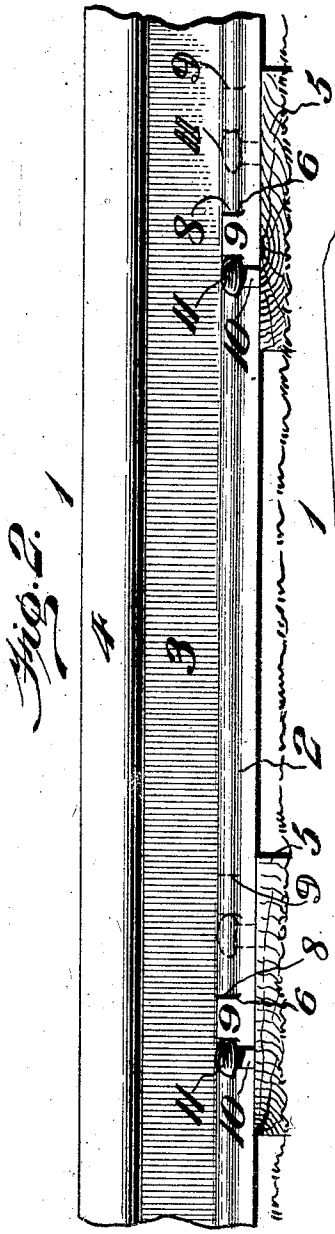

Fig. 2.

Fig. 3.

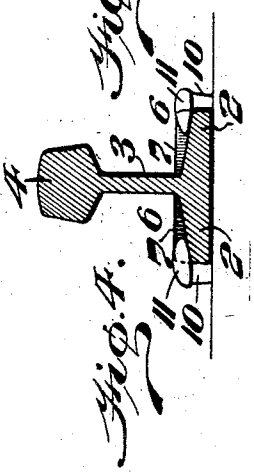

Fig. 4.

WITNESSES

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ANTICREEPING RAIL.

1,049,780. Specification of Letters Patent. Patented Jan. 7, 1913.

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To all whom it may concern:

Be it known that I, ADAM M. TAYLOR, a citizen of the United States, residing at Hancock, in the county of Washington, State of Maryland, have invented a new and useful Anticreeping Rail, of which the following is a specification.

My invention relates to railway rails provided with means for preventing the longitudinal movement of rails under the action of the drive-wheels passing over them, or the so-called "creeping" of the rails. Various means for preventing this creeping of the rails have been proposed, such as perforating the foot of the rail or notching the edges of the same, and driving the spikes through such perforations or into such notches, but the foot of the rail has in such instances been weakened. It has also been proposed to provide deviations from the straight outlines of the ordinary foot-flanges, but such forms involve difficulties in rolling the rails.

My invention consists of a rail having shoulders upon the foot-flanges formed with flat faces which may bear against the heads of the ordinary spikes employed to secure the rail to the ties.

The accompanying drawings and the following description set forth in detail one mechanical form embodying the invention, such detail construction being but one of various mechanical forms in which the principle of the invention may be used.

In said accompanying drawings:—Figure 1 represents a top plan view of a portion of my improved rail and portions of two ties to which it is secured. Fig. 2 represents a side-view of such rail-portion and ties. Fig. 3 represents a perspective view of portions of a rail and of a tie to which it is secured. Fig. 4 represents a cross-section of the rail and fastening.

Similar numerals of reference indicate corresponding parts in the figures.

Referring to the drawings, the reference numeral 1 indicates the rail, which is mainly of the ordinary shape and proportions, having foot-flanges, 2, a web, 3, and a head, 4. At intervals, equal to the usual distances between the ties, 5, of the road, shoulders, 6, are formed upon the upper sides of the foot-flanges, having preferably level top-faces, 7, and flat and vertical side-faces, 8, and ends, 9, at right angles to such top-faces. The rail is placed upon the cross-ties in the usual manner, gaged and alined in the usual manner, whereupon the usual spikes, 10, are driven so as to have the shoulders abut against the heads, 11, of the spikes, the abutting sides of the shoulders facing in the direction toward which the creeping tends, as shown in Fig. 1, in which the direction of the creeping is indicated by an arrow. The shoulders, abutting against the heads of the spikes, will effectually prevent any movement of the rail, and, having the sides facing in both directions, the same rail may be used to prevent creeping in either direction by driving the spike to abut against either side of the shoulder according to the direction of the creep. The shoulders may be rolled upon the foot-flange without interfering with the shaping of the balance of the rail, and the shoulders at the ends of the rail will not interfere with the joining of the rails by fish-plates. If angle-plates are employed in the rail-joints, the shoulders near the ends of the rail are formed upon the same at a sufficient distance from the ends to admit of the angle-plates being placed. The shoulders are preferably formed on both foot-flanges and in diagonal alinement, so that the spikes may be driven into the tie out of longitudinal alinement in their relation to the tie.

The rail can be used in connection with rails of the usual construction, can be laid upon the ties without any special preparation of the same, and the ordinary railway spike is used in connection with it.

Other modes of applying the principle of my invention may be employed for the mode herein explained. Change may therefore be made as regards the mechanism thus disclosed, provided the principles of construction set forth, respectively in the following claims are employed.

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

1. A railway rail having a raised shoulder formed upon the upper side of a foot-flange and extending to the edge of the same and formed with flat vertical side faces.

2. A railway rail having raised shoulders formed upon the upper sides of its foot-flanges and extending to the edges of the same, and each formed with flat vertical side and end-faces.

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Witnesses:
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