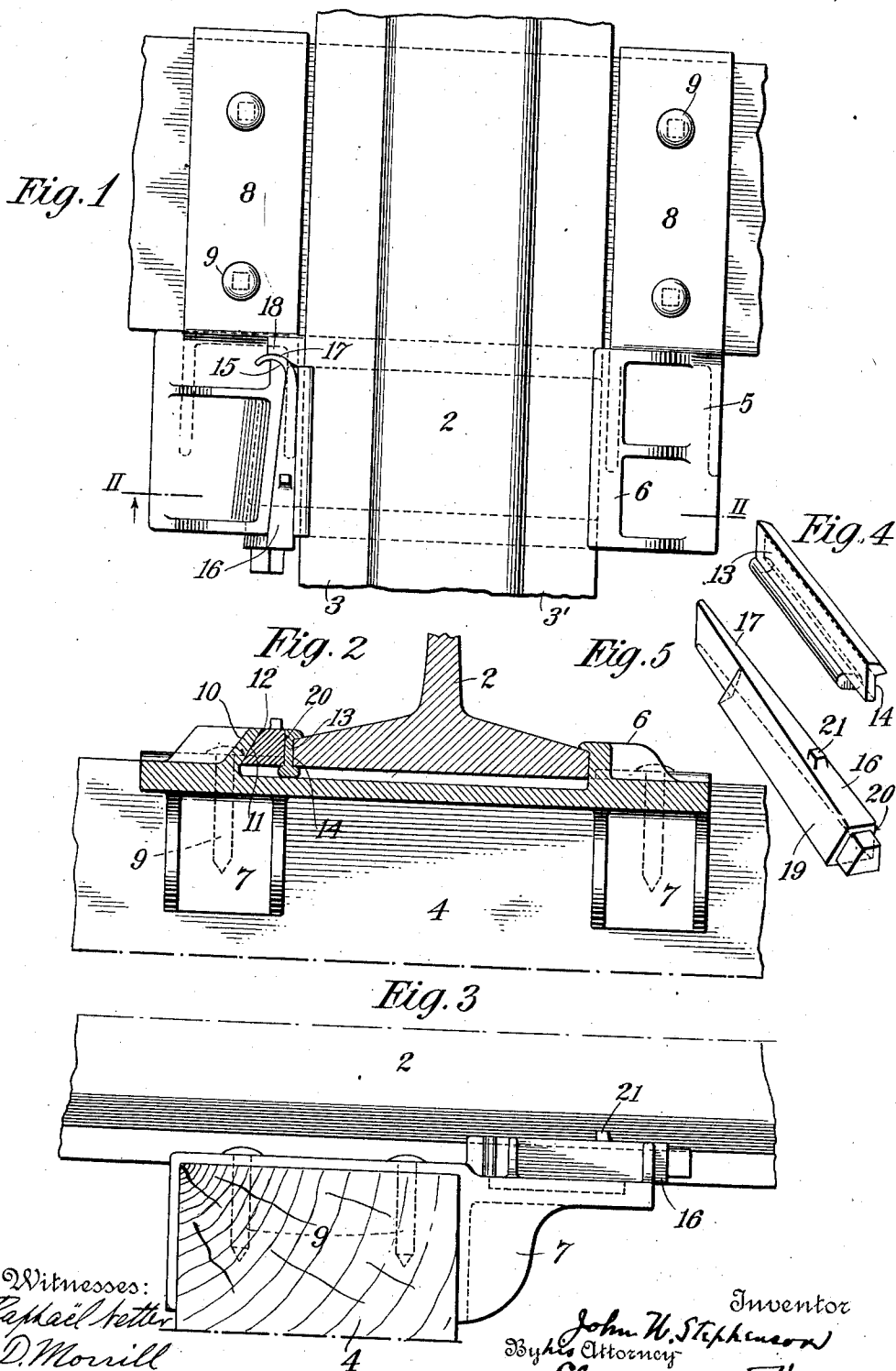


J. W. STEPHENSON.
 TRACK ANCHOR.
 APPLICATION FILED MAR. 14, 1912.

1,043,739.

Patented Nov. 5, 1912.



Witnesses:
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UNITED STATES PATENT OFFICE.

JOHN W. STEPHENSON, OF TOLEDO, OHIO, ASSIGNOR TO THE NATIONAL MALLEABLE CASTINGS COMPANY, OF CLEVELAND, OHIO, A CORPORATION OF OHIO.

TRACK-ANCHOR.

1,043,739.

Specification of Letters Patent.

Patented Nov. 5, 1912.

Application filed March 14, 1912. Serial No. 682,658.

To all whom it may concern:

Be it known that I, JOHN W. STEPHENSON, of Toledo, Lucas county, Ohio, have invented a new and Improved Track-Anchor, of which the following is a specification, reference being had to the accompanying drawings, in which—

Figure 1 is a plan view of my invention; Fig. 2 is a section on lines II—II of Fig. 1; Fig. 3 is an elevation of the rail showing the rail anchor in position, and Figs. 4 and 5 are details thereof.

My invention refers to rail anchors and is designed to provide a simple, effective and positive means for anchoring the rail and to prevent it from creeping. The rail anchors or anti-creeping devices which have heretofore been provided for this purpose have not proven satisfactory in use for the reason that they work loose and become ineffective in service, or are so complicated that they cannot be correctly and readily applied to the rail by the ordinary track laborer. For efficient service it is of the greatest importance that a device of this character should be secured to the rail without the possibility of its working loose from either the rail or the tie to which it is attached, and it should also be of such a character that it can be easily and readily applied to the rail by unskilled workmen. Such a device is provided by my invention.

Referring to the drawings, 2 designates a portion of the track rail, 3, 3' are the rail flanges and 4 is a tie.

5 is the rail anchor having a projection 6 adapted for engagement with the flange 3' of the rail 2, and having depending webs 7 which abut against the tie 4, and plates 8 extending over the tie and fastened thereto by the spikes 9, or other suitable fastening means. On the side of the rail opposite to the projection 6 the anchor 5 has an upwardly extending member 10 and an undercut inner bearing face 11 which is inclined longitudinally and vertically with respect to the rail and which forms the one side of the guide-way 12. The other side of the guide-way 12 is formed by the shim 13 which has a recessed side 14 adapted to take about the flange of the rail, and the other side of which forms a wall of the guide-way 12. The guide-way 12 as stated, is tapered longitudinally and vertically and terminates in a curved end portion 15.

The anchor 5 is placed in position with its lip or projection 6 over the flange 3' of the rail, and with the anchor 5 and its dependent webs 7 in position against the tie 4 with the anchor 5 extending under and against the bottom of the rail, and with the extensions 8 spiked to the tie 4. The shim 13 is positioned with its recess 14 taking about the flange 3 of the rail, and the key 16 is then inserted and driven into the guide-way 12 between the face 11 and shim 13. The key 16 has a tapered nose 17 and is comprised of wrought metal capable of bending. As the nose 17 strikes the curved wall 18 of the portion 15 of the guide-way it is deflected therein laterally and outwardly as is shown in Fig. 1. The key 16 has an inclined bearing face 19 which coacts with the bearing face 11 of the anchor 5, and a vertical face 20, which coacts with the exterior face of the shim 13. As the key 16 is driven in, the inclined bearing faces 11 and 19 cause the recessed portion 14 of the shim 13 and the lip or projection 6 to bite securely on the flanges 3, 3' thus locking the anchor 5 solidly to the rail 2, while the bending and deflection of the nose 17 of the key 16 locks the key in a secure and clenching engagement with the coacting parts of the anchor 5, which will prevent the key 16 from working loose, so that it will hold the anchor firmly to the rail and prevent the rail from creeping.

It will be seen that when the key 16 is inserted and driven home, in the manner described above, that it forms a secure and positive fastening which cannot work loose and the initial and proper application of the device is secured, since the anchor is readily fastened to the tie and the laborer has then only to insert the key 16 and drive it in as far as it will go. If it becomes necessary at any time to disengage the anchor, this can be done by sledging the abutment 21 positioned on the top of the key in the opposite direction from that in which it is driven. This will force the bent end of the key out of the curved guide-way and release the anchor.

The mechanism for attaching the track anchor to the rails, disclosed herein, is described and claimed in a co-pending application of mine, Serial No. 655,211.

What I claim is:

1. A track anchor for rails, comprising

a base member adapted to take about a rail, means for clamping the base member to the rail consisting of a driven bendable key member, and extension plates adapted to be fastened to a tie.

2. A track anchor for rails, comprising a base member, means for clamping the base member to the rail consisting in a bendable key member, said base member having plates extending longitudinally of said rail, and adapted to be fastened to a tie.

3. A track anchor for rails, comprising

a base member adapted to take about a rail, means for clamping the base member to the rail consisting of a driven bendable key member, and plates extending from one end of the base member and parallel with the rail, and means for fastening said plates to a tie.

JOHN W. STEPHENSON.

Witnesses:

J. J. MANNING,

C. W. ERKERK.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."

Correction in Letters Patent No. 1,043,739.

It is hereby certified that in Letters Patent No. 1,043,739, granted November 5, 1912, upon the application of John W. Stephenson, of Toledo, Ohio, for an improvement in "Track-Anchors," an error appears in the printed specification requiring correction as follows: In the heading to the specification, serial number, for "No. 682,658" read *No. 683,658*; and that the said Letters Patent should be read with this correction therein that the same may conform to the record of the case in the Patent Office.

Signed and sealed this 26th day of November, A. D., 1912.

[SEAL.]

C. C. BILLINGS,

Acting Commissioner of Patents.