

B. WOLHAUPTER.
 ANTICREEPING DEVICE FOR RAILS.
 APPLICATION FILED JULY 13, 1909.

945,068.

Patented Jan. 4, 1910.

Fig. 2

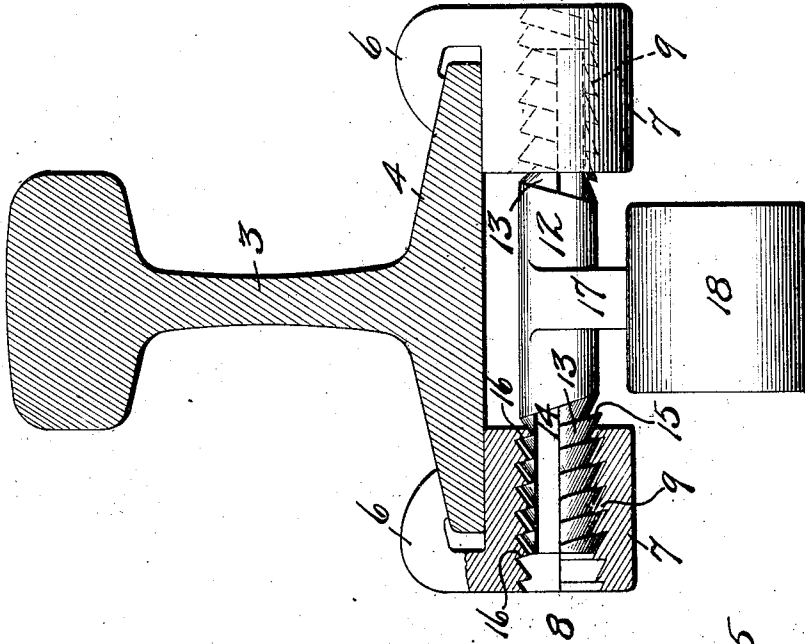
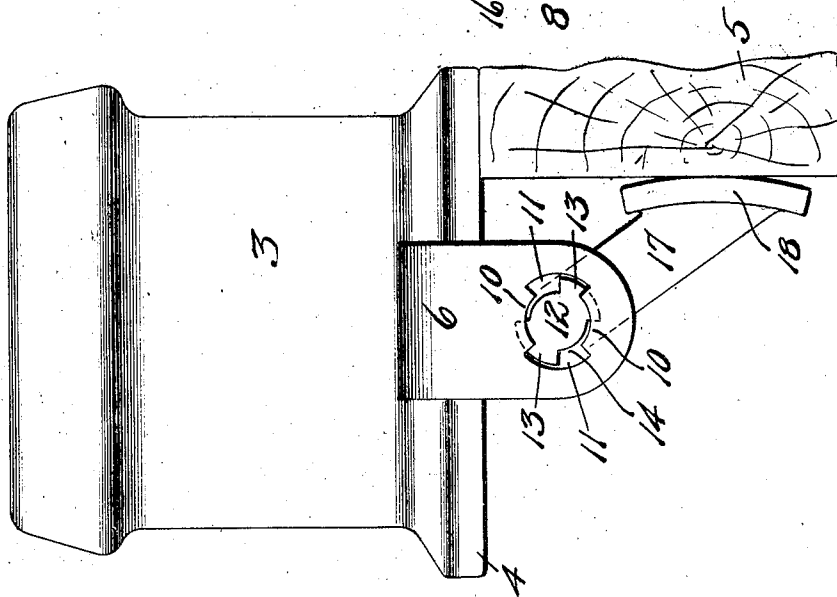


Fig. 1.



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ANTI-CREEPING DEVICE FOR RAILS.

945,068.

Specification of Letters Patent.

Patented Jan. 4, 1910

Application filed July 13, 1909. Serial No. 507,438.

To all whom it may concern:

Be it known that I, BENJAMIN WOLHAUPTER, a citizen of the United States, residing at New York city, in the county of New York and State of New York, have invented certain new and useful Improvements in Anticreeping Devices for Rails, of which the following is a specification.

The invention relates to means for obviating the tendency of railroad rails to creep longitudinally, and it is one of the objects to provide a simple device that will effectively hold a rail, is readily applicable to rails of the ordinary character now in general use, without changing or altering them, and when in position, will effectively maintain such position.

The preferred form of construction is illustrated in the accompanying drawings, wherein:—

Figure 1 is a side elevation of a portion of a rail, showing the device in operative position thereon. Fig. 2 is a cross sectional view of the rail illustrating the device partially in section.

Similar reference numerals designate corresponding parts in all the figures of the drawings.

The portion of the rail illustrated, is designated 3, and is provided with the usual base flange 4 mounted upon cross ties, a portion of one of which is illustrated as at 5.

The device in the embodiment disclosed consists of a pair of rail-embracing jaws or clips 6 which are provided with depending heads or nuts 7 that extend beneath the base flange of the rail, and have alined openings 8 therethrough. These heads also have opposite or right and left internal threads 9, which as shown, are formed of spaced sections 10, leaving between them, open slotted portions 11. A connecting device, in the form of a rotary bolt 12, has its ends oppositely threaded to correspond to the threads of the jaws and said threads are also formed into sections 13, which are spaced apart, forming slots or channels 14 between them. The sections 13 are so arranged that they will slide longitudinally in the slots between the sections 10 of the internal threads of the jaws, and in like manner, said sections 10 will be slidably received in the slots or channels 14 formed between the sections 13 when the parts are properly alined. Upon rotation, however, the sets of thread sections will move into interlocking or threaded engage-

ment, as will be obvious by reference to Fig. 1. In the preferred form of construction the thread sections 13 are provided with inclined rear faces and flat inner shoulders 15, while the jaws have cooperating opposite flat shoulders 16. The connecting bolt 12 is provided between the threads with an offset arm 17, and this arm carries at its end, an integral bearing foot 18 that abuts against a cross tie, as 5.

In applying the device, the bolt is rotated until the sections of the threads thereof are out of register with the thread sections of the jaws, whereupon said jaws can be slipped upon the bolts until they are properly engaged with the base flange of the rail. The bolt is then rotated and the foot 18 is brought against the side of a cross tie, as shown. With this device therefore, it will be obvious that if there is any tendency on the part of the rail to creep longitudinally, the arm 17 will be turned, thereby partially rotating the bolt 12, and this will cause the jaws to be relatively moved toward each other so that they will effectively grip the rail, and prevent its longitudinal movement.

The specific thread-formation described and suggested provides a construction of sufficient strength to resist the strains incident to this action, while at the same time, permitting the screw action referred to.

From the foregoing, it is thought that the construction, operation and many advantages of the herein described invention will be apparent to those skilled in the art, without further description, and it will be understood that various changes in the size, shape, proportion and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

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

1. An anti-creeping device for rails, comprising rail-engaging elements, and a rotatable member connecting the elements and effecting their gripping action upon the rail when said rail is moved longitudinally.

2. An anti-creeping device for rails, comprising rail-engaging elements, a rotatable member connecting the elements and effecting their gripping action upon the rail, and means for automatically rotating said member upon the tendency of the rail to move longitudinally.

3. An anti-creeping device for rails, comprising rail-embracing elements, and a rotatable member connecting the elements and having a threaded engagement with one of said elements to effect the relative movement of the elements toward each other upon the tendency of the rail to creep longitudinally.

4. An anti-creeping device for rails, comprising rail-embracing jaws, a rotary member connecting the jaws and having a threaded engagement with one of said elements, and a tie-engaging actuating device connected to the rotary member.

5. An anti-creeping device for rails, comprising rail-embracing jaws, a rotary bolt threaded to both jaws, and an actuating arm carried by the bolt and having a tie engaging portion.

6. An anti-creeping device for rails, comprising a rail-clamping jaw having an internal mutilated thread, and means for drawing the jaw into binding engagement with the rail, including a bolt having a mutilated thread that is movable into and out of coaction with the threads of the jaw, and means for moving the bolt.

7. An anti-creeping device for rails, comprising a rail-clamping jaw having a depending head that is provided with an opening and internal mutilated threads formed of spaced sections, a bolt that engages in the opening of the head and has mutilated threads composed of sections that are slid-

able between the sections of the internal threads and are rotatable into engagement with the same, and means for effecting the automatic rotation of the bolt upon the tendency of the rail to creep longitudinally.

8. An anti-creeping device for rails, comprising rail-embracing jaws having opposite internal threads, a rotatable bolt connecting the jaws and having opposite threads engaging the threads of said jaws, and an arm carried by the bolt and having a tie-engaging foot.

9. An anti-creeping device for rails, comprising rail-embracing jaws having depending heads, said heads being provided with openings and internal mutilated threads formed of spaced sections, the threads being oppositely disposed, a bolt having oppositely disposed mutilated threads upon its ends, said threads being formed of sections that are slidable between the sections of the internal threads and are rotatable into engagement with the same, the threads having flat bearing shoulders, an arm projecting from the bolt between the jaws, and a curved tie-engaging foot carried by the arm.

In testimony whereof I hereunto affix my signature in the presence of two witnesses.

BENJAMIN WOLHAUPTER.

Witnesses:

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