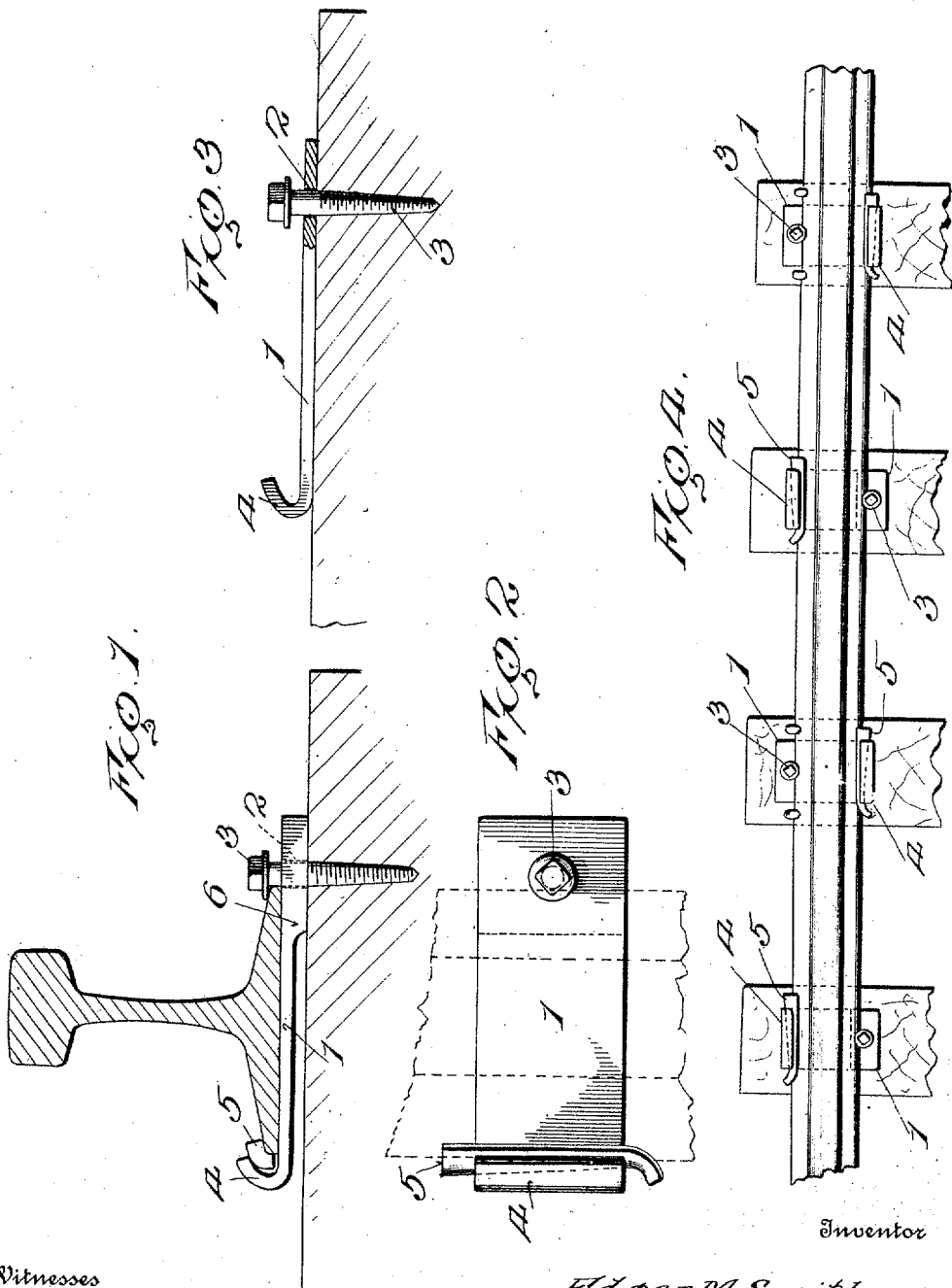


E. M. SMITH.
 ANTICREEPING DEVICE FOR RAILS.
 APPLICATION FILED MAR. 10, 1910.

987,181.

Patented Mar. 21, 1911.



Inventor

Witnesses
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UNITED STATES PATENT OFFICE.

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ANTICREEPING DEVICE FOR RAILS.

987,181.

Specification of Letters Patent.

Patented Mar. 21, 1911.

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To all whom it may concern.

Be it known that I, EDGAR M. SMITH, a resident of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Anticreeeping Devices for Rails; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The primary object of this invention is to provide an anti-rail-creeping device which may be made of sheet metal, and a further object is to so form such device as to allow for a certain resiliency in the track rails so as to absorb shocks and lessen track noises.

The invention will be hereinafter fully set forth and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is an elevation, showing the wedge in section. Fig. 2 is a plan view. Fig. 3 shows a slight modification. Fig. 4 shows a portion of a track rail equipped with my improvement.

Referring to the drawings, 1 designates a fastener plate which is preferably made of sheet steel. In this plate, near one end, is a hole 2 to accommodate a screw spike 3 which permits the plate to swivel on a center and thus automatically tighten its hold on the rail base to prevent creeping. The plate at its other end is formed with a lip 4 which is preferably produced by bending the metal back upon itself, and the inner face of this overhanging lip is inclined, that is to say, it is at an angle to the vertical plane of the rail so that a wedge 5 driven between the base of the rail and the lip will firmly bind the parts together. Any creeping of the rail tends to turn the plate on its pivot, and this in turn automatically tightens the grip of the wedge on the rail. While I prefer to make the plate of sheet metal, it may be made of malleable iron.

I prefer to raise or thicken the base plate at its pivoted end, as shown at 6, Fig. 1; at least I prefer to thus form alternate plates

so as to allow for a certain amount of resiliency in the track, the remaining portion of this plate being out of contact with the sleeper is free to give to a certain extent. This absorbs shocks and enables the track to be made comparatively noiseless.

In practice, I usually provide for bending the reduced end of the wedge after it is driven into place so as to prevent back-slipping.

While I prefer to spike the rail on each side of a fastener plate, and to secure the latter to a sleeper by a single spike screw, yet modifications may be made without departing from the spirit of my invention.

I claim as my invention:

1. A rail clamp comprising a fastener plate designed to be centrally pivoted at or near one end on one side of a rail and having an overhanging lip at the other side of the rail, and a wedge designed to be driven between such lip and the base of the rail.

2. A rail clamp comprising a fastener plate designed to be centrally pivoted at one end on one side of a rail and having an overhanging lip at the other side of the rail, said lip having a surface inclined or at an angle to the vertical plane of the rail, and a wedge designed to be driven between such lip and the base of the rail.

3. A rail clamp comprising a fastener plate designed to be pivoted at one side of a rail base and having an opening therein at or near one end and an overhanging lip at the other end, a pivoting element designed to be passed through said opening and into a sleeper and to engage one side of the rail base, and a wedge designed to be driven between said lip and the other side of the rail base.

4. A rail clamp comprising a fastener plate designed to be pivoted at one end on one side of a rail and having means at its other end for engaging the base of the rail at the other side thereof, said plate for the major portion of its length being normally held out of engagement with the sleeper to which it is pivoted.

5. A rail clamp comprising a fastener

plate having a hole therein at or near one
end and having at its other end an over-
turned lip formed with an inclined surface,
and a wedge designed to engage the inclined
5 surface of said lip, said plate at the end hav-
ing said opening being raised or thickened.
In testimony whereof, I have signed this

specification in the presence of two subscrib-
ing witnesses.

EDGAR M. SMITH.

Witnesses:

ROBERT S. ANDERSON,
THOMAS J. SMALL.