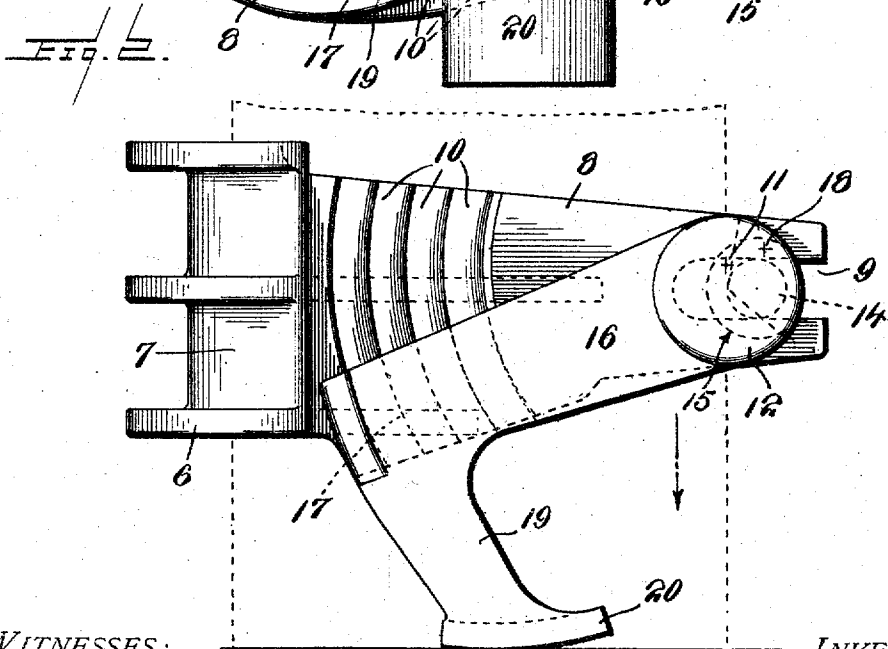
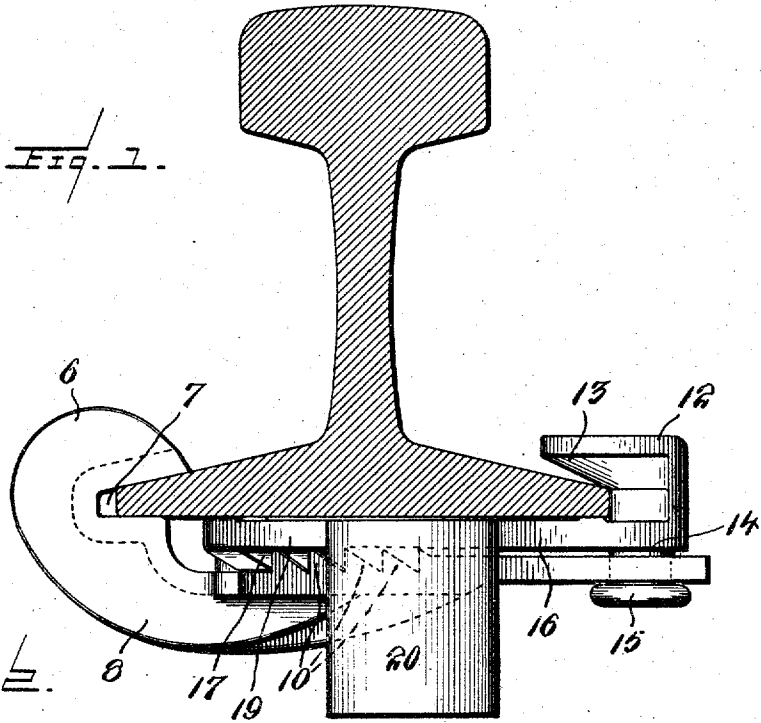


B. WOLHAUPTER.
 ANTICREEPING DEVICE FOR RAILS.
 APPLICATION FILED FEB. 1, 1910.

957,023.

Patented May 3, 1910.

28 SHEETS—SHEET 1.



WITNESSES:

H. F. Koyl
Emory L. Groff

BY

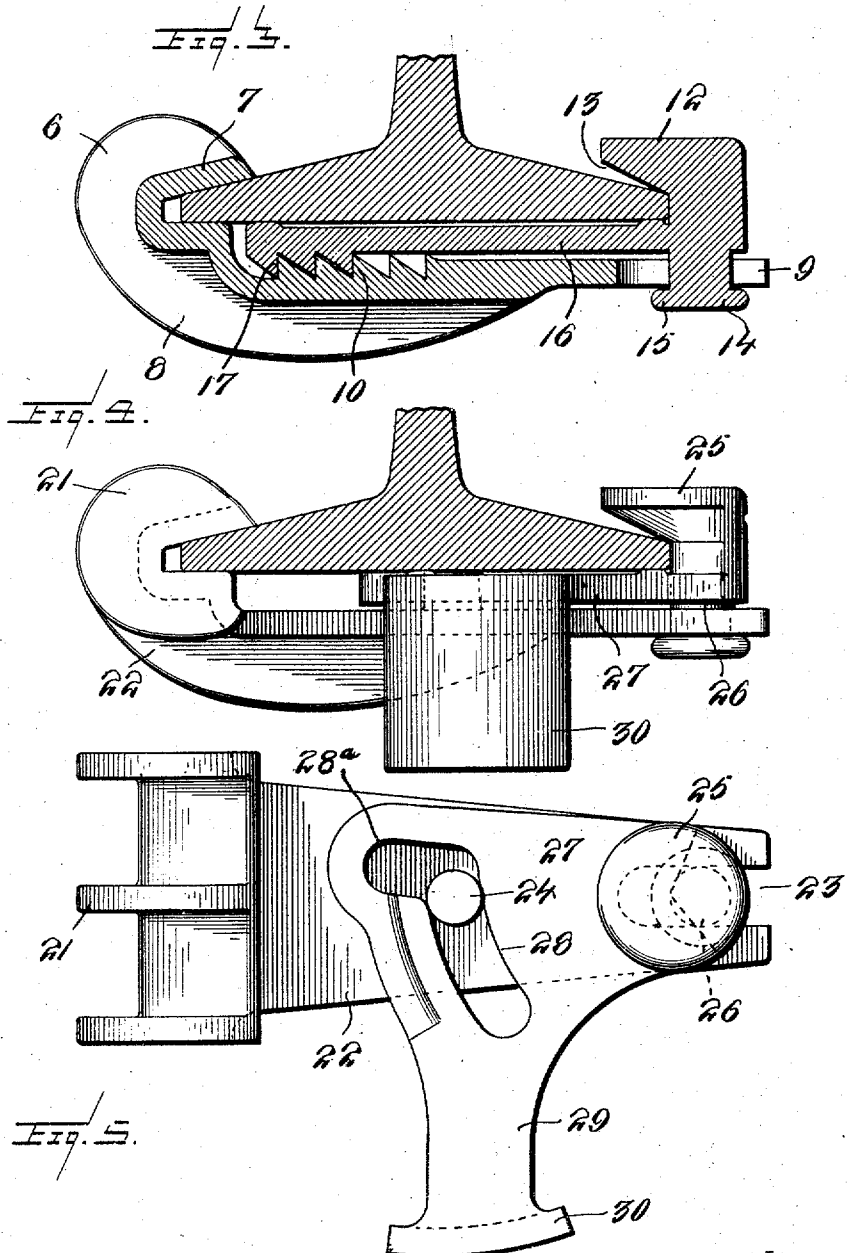
INVENTOR
Benjamin Wolhaupter
S. P. Wolhaupter
 his Attorney

B. WOLHAUPTER.
 ANTICREEPING DEVICE FOR RAILS.
 APPLICATION FILED FEB. 1, 1910.

957,023.

Patented May 3, 1910.

2 SHEETS—SHEET 2.



WITNESSES:

H. F. Roy Co.
Emory L. Guff.

INVENTOR

Benjamin Wolhaupter.

BY

S. H. Haupter,
his Attorney.

UNITED STATES PATENT OFFICE.

BENJAMIN WOLHAUPTER, OF NEW YORK, N. Y.

ANTICREEPING DEVICE FOR RAILS.

957,023.

Specification of Letters Patent.

Patented May 3, 1910.

Application filed February 1, 1910. Serial No. 541,231.

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 Anticreeeping Devices for Rails, of which the following is a specification.

The present invention relates to means for anchoring railroad rails in order to prevent their creeping longitudinally, and it is one of the objects of the invention to provide a simple and cheap device of few parts that will effectively hold the rail, is readily applicable to rails already in use without in any manner changing the latter, and when in position, will effectively maintain such position.

Another object of the invention is to provide an anti-creeping device or anchor that can be applied to rails of different cross sectional areas.

Two embodiments of the invention are illustrated in the accompanying drawings, wherein:-

Figure 1 is an end elevation of a rail, showing the anti-creeping device in place thereon. Fig. 2 is a plan view of the device with the rail indicated in dotted lines. Fig. 3 is a sectional view through the device, showing the same in place on a rail base. Fig. 4 is a view in elevation of a modified form of construction. Fig. 5 is a plan view of the modified structure.

Like references designate corresponding parts in the several figures of the drawings.

In the embodiment disclosed in Figs. 1, 2 and 3, a rail gripping jaw 6 is employed having a tapered socket 7 for the reception of one edge of the base flange of the rail, and also having a base arm 8 that is suitably reinforced and extends transversely beneath the rail. This base arm 8 is provided in its free end with a longitudinally disposed open-ended bearing slot 9, and is also provided between the slot and the jaw with a plurality of transversely disposed curved bearing shoulders 10 arranged in tooth-like formation. These shoulders or teeth, while concentric to each other, are preferably struck from a center indicated at 11 that is disposed at one side of the pivotal point of arm 16. A second member of the device is in the form of another rail gripping jaw 12 having a flaring engaging recess 13 to re-

ceive the opposite edge of the base flange of the rail, the jaws 12 and 6 thus being disposed in opposition to each other. The jaw 12 has a depending fulcrum pin 14 that is rotatably and slidably journaled in the slot 9, said fulcrum pin having a head 15 of greater diameter than the cross section of the slot so as to prevent the base arm 8 dropping from the pin. This jaw 12 also has an inwardly extending swinging arm 16 that overlies the base arm 8, and has formed on its under side, a plurality of transversely disposed curved bearing shoulders or teeth 17 arranged to cooperate with the shoulders or teeth 10. These shoulders or teeth 17, while concentric with respect to each other, are like the elements 10 eccentric to the fulcrum or pivot 14; in other words, being struck from a center indicated at 18. It will thus be evident that if the arm 16 swings upon the base arm 8, the coacting shoulders or teeth 10 and 17, while permitting the rotation of the jaw 12, will draw the latter and the jaw 6 toward each other, the fulcrum 14 sliding longitudinally in the slot 9 while this action is taking place. In order to secure this movement, upon the attempted longitudinal movement or creeping of the rail, the arm 16 has an outstanding offset 19 provided with a curved bearing foot 20 that is adapted to be placed against the side of the tie.

In applying the device, the rail engaging jaw 6 is placed upon one side of the base flange of the rail, and the opposite jaw is engaged with the opposite portion of said rail flange, the shoulders or teeth 10 and 17 being interlocked. The device is then moved toward the tie until the bearing foot 20 engages the side of said tie. 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 16 will swing, thereby causing a sliding movement of the shoulders 17 upon and against the shoulders 10. This sliding movement will effect the sliding of the fulcrum with its jaw, consequently causing the two jaws to effectively grip the rail base and prevent its movement.

It will readily appear that the invention can be applied to rails of different cross sectional areas, inasmuch as it is only necessary to engage the shoulders 17 with the proper shoulders 10, the fulcrum readily slipping in or out when the shoulders are

disengaged in order to make the necessary adjustment. It is on account of the application of this device to rails having different widths that the shoulders 10 and 17 have different center points 11 and 18.

As an illustration of how the structure may be modified, Figs. 4 and 5 are presented. In this embodiment, the relatively stationary rail-engaging jaw is designated 21, and has the base arm 22 provided in its free end with a longitudinal bearing slot 23. It also has an upstanding lug or pin 24. The coacting jaw 25 has the headed depending fulcrum pin 26 that operates in the slot 23, and also employs a swing arm 27 overlying the base arm 22 and having an eccentric slot 28 in which the pin 24 is engaged. The said slot 28 is formed at one end with a lateral slot extension 28^a which lies in the same general direction as the bearing slot 23 and is sufficiently long to permit the element 25 to clear the edge of the rail flange when applying the device to the track. The arm 27 is extended to form an actuating arm 29 provided with a terminal bearing foot 30 that engages the tie. The operation of this modified device is the same as that of the form already described, but it will be noted that this particular embodiment is not adjustable to rails of different sizes.

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.

I claim:

1. In an anti-creeping device for rails, rail-embracing elements relatively slidable toward each other, and also relatively rotatable, and means for effecting both their said rotatable and sliding movements.

2. In an anti-creeping device for rails, rail-embracing elements relatively slidable toward each other, and also relatively rotatable, and coacting means carried by the elements for effecting their relative sliding movement by the relative rotary movement.

3. In an anti-creeping device for rails, a relatively fixed rail-engaging jaw, a second jaw having a swinging movement on a fulcrum slidable transversely of the rail, and means for effecting the movement of the second jaw.

4. An anti-creeping device for rails, comprising a pair of rail gripping elements, one of which has a fulcrum that is shiftable on the other transversely of the rail.

5. An anti-creeping device for rails comprising a pair of opposing rail gripping elements, one of which has a fulcrum that is

shiftable on the other transversely of the rail, and means for effecting the relative shifting of the rail gripping elements through longitudinal movement of the rail.

6. In an anti-creeping device for rails, a pair of rail-gripping elements, one of which has a fulcrum that is shiftable on the other transversely of the rail, and means for effecting a turning movement of said element, and effecting the said shifting movement of its fulcrum.

7. In an anti-creeping device for rails, a rail engaging jaw having a base provided with a slot, and a swinging rail engaging member having a fulcrum shiftable in said slot.

8. In an anti-creeping device for rails, a rail engaging jaw having a base, a swinging rail engaging member shiftable fulcrumed to said base and also having a sliding bearing engagement with the base which is eccentric to the fulcrum.

9. In an anti-creeping device for rails, a rail-engaging jaw having a base provided with a slot, and a swinging rail-engaging jaw having a fulcrum slidable in the slot and also having a sliding bearing eccentric to the fulcrum.

10. In an anti-creeping device for rails, a rail-gripping element, and a second swinging rail-gripping element having a sliding fulcrum on the first element and also having a sliding bearing thereon that is eccentric to the fulcrum.

11. In an anti-creeping device for rails, a rail-engaging jaw having a base that extends transversely beneath the rail and provided at its free end with a longitudinal slot, and a swinging rail-embracing jaw having a fulcrum slidable in the slot and also having a bearing on said base that is eccentric to the fulcrum, said swinging jaw also having a tie engaging actuating arm.

12. In an anti-creeping device for rails, a rail-gripping element having a rail-engaging portion, and a second rail-gripping element pivoted thereon and having its axis of movement adjustable toward and from the rail engaging portion to adjust the device to rails of different sizes.

13. In an anti-creeping device for rails, a rail-gripping jaw having a base, and a second rail gripping jaw pivotally mounted thereon and having its axis of movement adjustable toward and from the first jaw to adjust the device to rails of different sizes.

14. In an anti-creeping device for rails, relatively swinging and relatively shiftable rail gripping jaws having an interlocked sliding bearing connection therebetween.

15. In an anti-creeping device for rails, relatively swinging rail-gripping jaws, one of which has a sliding fulcrum on the other, and both of said jaws also having a plurality of interlocking sliding bearings disposed ec-

centric to the fulcrum and which are adjustably engaged to adjust the device to rails of different sizes.

16. In an anti-creeping device for rails, a
5 rail-gripping jaw having a base that extends transversely beneath the rail, said base being provided with a longitudinal terminal slot, and a plurality of concentrically disposed bearing shoulders, and a second rail gripping
10 jaw arranged opposite to the first jaw and having a fulcrum in the slot of the base, said second jaw also having bearing shoulders adapted to engage with the different bearing shoulders of the base, said interengaged shoulders being eccentric to said fulcrum.
15

17. An anti-creeping device for rails comprising a pair of opposite relatively swinging and relatively shiftable rail-gripping
20 elements having members provided with slidably interlocked shoulders, the shoulders of one member being struck on a radius having a different center from the radius for the shoulders of the other member, and both of

said centers being eccentric to the fulcrum 25 or pivot point for the relative swinging movement of the elements.

18. In an anti-creeping device for rails, a rail gripping jaw having a base that extends beneath the rail, said base being provided 30 with a terminal longitudinal slot and a plurality of transverse curved bearing shoulders, and a second rail gripping jaw having a fulcrum journaled and slidable longitudinally in the slot, said second jaw having a 35 plurality of curved bearing shoulders disposed eccentrically to the fulcrum and arranged to engage the different shoulders of the base, said second jaw furthermore having an outstanding arm provided with a tie- 40 engaging foot.

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

BENJAMIN WOLHAUPTER.

Witnesses:

GEO. W. WRIGHT,
WALTER S. OGILVY.