Feb. 19, 1929. 1,702,376

R. E. BEEGLE

ANCHOR

Filed May 31, 1924

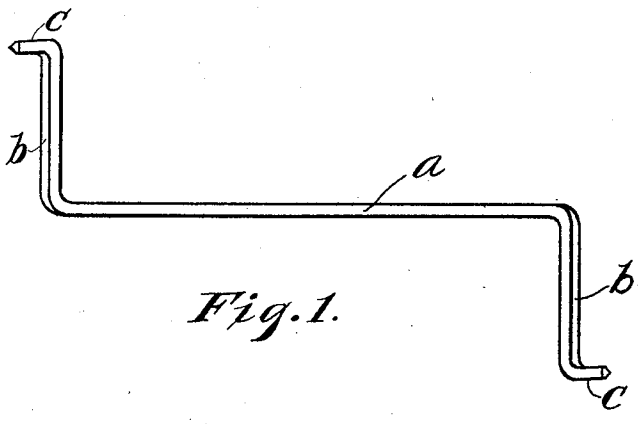


Fig. 1.

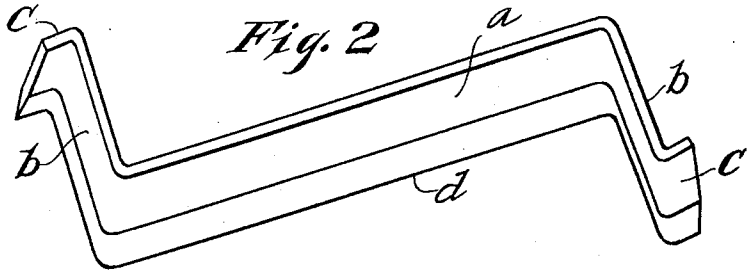


Fig. 2

Fig. 3



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Patented Feb. 19, 1929. 1,702,376

UNITED STATES PATENT OFFICE.

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Application filed May 31, 1924. Serial No. 717,080.

My invention relates to improvements in anchors; more especially to anchors for the purpose of preventing checking and splitting of timber. My device is especially adapted for use as an anti-checking device in railroad cross-ties.

One of the objects of my invention is to provide a reinforcing device which is scientifically adapted to provide the maximum strengthening effect, with a minimum of material, and which can be manufactured at low cost and without expensive equipment.

A further object is to provide a metal anchor of such design that each of its component parts will be so situated with respect to the timber reinforced, that usual lines of weakness in the timber are strengthened, and the usual lines of cleavage in cross ties, are best eliminated, or rendered of no consequence.

A further object of this invention is to provide a timber anchor, which on being driven into the timber, will tend to draw together the different portions of the timber into which it is placed.

A further object is to provide an article of the described class which will, in, quantity, nest together conveniently, fit snugly together in any form of container, and which will permit easy and certain removal one at a time. The trade at present experiences great difficulty and labor loss in the well-known tendency of existing devices to tangle and interlock when mingled in a container, thus making separation of individual units a matter of great difficulty. The easy and certain removal of single units is of obvious advantage when mechanical driving equipment is employed.

Further objects and advantages of my device will appear from the drawings and the following detailed description thereof.

Although my invention consists largely in the construction and arrangement of parts hereinafter described and particularly pointed out in the claims, yet I do not limit my invention to the precise form or construction of parts shown or the several parts thereof, inasmuch as various alterations may be made without changing the scope of my invention.

In the drawings, Fig. 1 represents a plan view of an approved form of my device; Fig. 2 is a perspective view of Fig. 1; and Fig. 3 is a sectional end view thereof.

Referring by letters to the drawings, (*a*) represents a preferred form of body portion. This and other parts of the anchor are preferably formed from a strip of flat metal stock, iron or steel being preferred The anchor faces (*b*) are preferably formed substantially at right angles to the body portion (*a*), and project in opposite directions from the plane of the body portion, as shown. Each of the anchor faces (*b*) is preferably substantially shorter than the body portion (*a*). Obviously the body portion (*a*) serves as a connecting element or means between the anchor faces (*b*). I prefer to extend the anchor faces (*b*) in such a way as to form terminal anchors, indicated by (*c*). Each of the terminal anchors (*c*) preferably projects outwardly, at about a right angle to its respective anchor face (*b*), as shown, the result being that the terminal anchors (*c*) extend in opposite directions away from the anchor faces (*b*), that is in a direction away from a plane substantially at right angles to the plane of the body portion (*a*). I prefer that terminal anchors (*c*) shall be substantially shorter than the anchor faces (*b*).

I regard my terminal anchors (*c*), disposed substantially as shown, to be of vital importance. They serve as auxiliary means whereby the holding and closing power of the main anchor is greatly increased.

One edge of the anchor, over its entire length, is preferably beveled as shown by (*d*). This obviously facilitates driving when the anchor is held against the end of a timber and forcibly struck with a sledge or other driving means. Beveled edge (*d*) may be made either before or after forming the anchor, or as an alternate arrangement a stock may be used which varies substantially in gauge between entering and outside edges.

In operation and use, my improved anchors disclose an initial advantage in that they are certainly and easily separable from each other in a common container of any form. Due to their construction they will nest readily without interlocking. The parts of the anchor have been by experiment so proportioned and disposed that any usual radial splits or windshakes found in cross-ties are effectively closed and any further tendency to split along usual lines of cleavage is prevented. It will be noted that the position of the anchor with respect to the timber

may be varied according to the form of the particular piece of timber and with regard for any developed tendency to splitting.

What I claim is:

1. A re-inforcing anchor formed from a metal strip beveled on one edge and oppositely bent near each end to form approximately right-angled anchor faces whose terminals are bent outwardly to form substantially right-angled terminal anchors.

2. In a reinforcing anchor, a body portion lying in a plane and having an anchor face at each end thereof, said anchor faces being substantially shorter than said body portion and projecting from opposite sides of the plane thereof, and an outwardly projecting terminal anchor at the free end of each of said anchor faces, said terminal anchors being substantially parallel to the plane of said body portion.

3. In a reinforcing anchor, a body portion lying in a plane, an anchor face at each end thereof, said anchor faces projecting from opposite sides of the plane of said body portion, said body portion being substantially longer than said anchor faces, and an outwardly projecting terminal anchor at the free end of each of said anchor faces and substantially at right angles to the plane of their respective anchor faces.

4. In a reinforcing anchor, a substantially straight body portion lying in a plane, a substantially straight anchor face at each end of the body portion and substantially at right angles thereto, said anchor faces projecting from opposite sides of the plane of said body portion and being substantially shorter than said body portion, and a substantially straight terminal anchor projecting outwardly from the free end of each of said anchor faces and at substantially right angles thereto, said terminal anchors being much shorter than their respective anchor faces.

RAYMOND E. BEEGLE.