

Oct. 30, 1934.

R. R. DINKLAGE

1,978,571

ANCHORING DEVICE

Filed Aug. 29, 1931

Fig. 1.

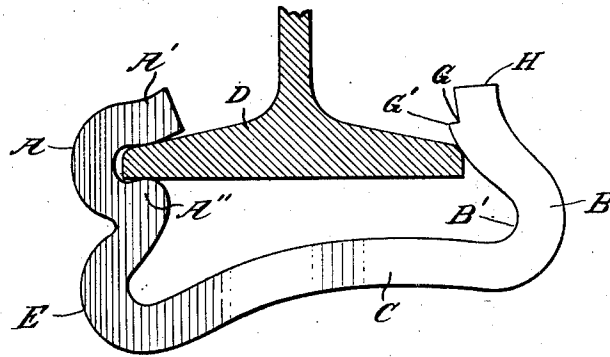


Fig. 2.

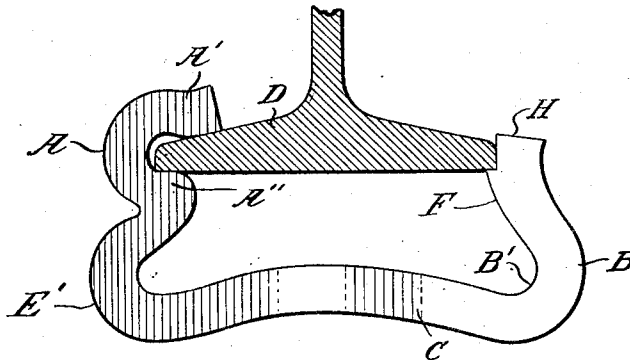
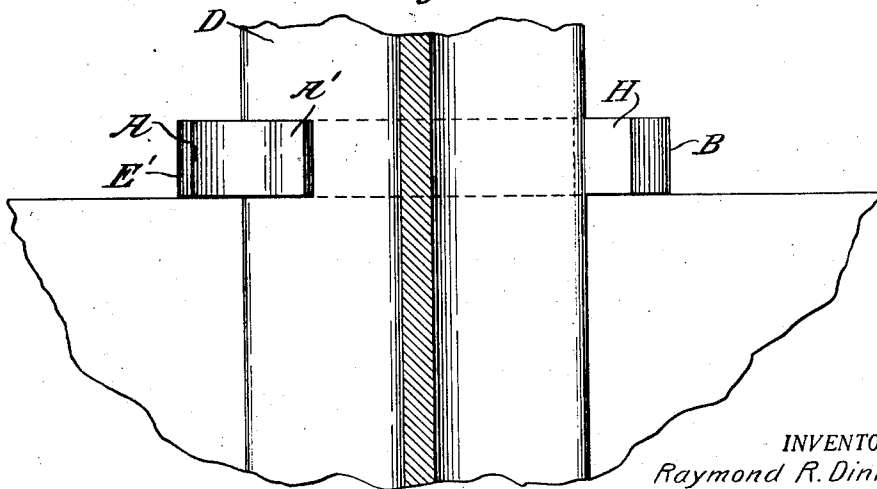


Fig. 3.



INVENTOR.
Raymond R. Dinklage

BY *Ralph E. Clayton*
ATTORNEYS.

UNITED STATES PATENT OFFICE

1,978,571

ANCHORING DEVICE

Raymond R. Dinklage, Glen Ridge, N. J.

Application August 29, 1931, Serial No. 560,107

1 Claim. (Cl. 238—330)

This invention relates to anchoring devices and has more particular reference to devices for checking the creep of track rails.

One object of the invention is to provide a simplified anchoring device or creepcheck for track rails, which can be easily applied, economically maintained in operative position and which will efficiently check the creep of the rail.

Some of the other objects of the invention are to provide anchoring devices or creepchecks which may be applied to or removed from track rails without employing special tools, which will not "fly" when the anchor is being applied or removed, which cannot be overdriven and which will afford a substantial tie bearing surface at each end of the anchor.

In the drawing accompanying this application, one embodiment of the invention is shown merely for the purpose of illustrating the underlying principles thereof so that they may be readily comprehended by those skilled in the art but without limiting the invention to the precise constructional details shown therein.

In said drawing:

Fig. 1 is a side elevation of the anchor in its preliminary position for application to a rail.

Fig. 2 is a side elevation of the anchor in applied position, and

Fig. 3 is a top plane view of the anchor applied to a rail, the rail and tie being partly fragmentary and partly in section.

Continuing now by way of a more detailed description, the rail anchor comprises a hook end A adapted to hook over one side of the rail base, an upstanding latch end B adapted to snap into engagement with the other side of the rail base and a downwardly bowed connecting yoke C joining the hook end and latch end and affording a tie abutting surface to prevent relative movement of the track and tie. The anchor is preferably forged from bars (preferably of spring steel) cut to proper length and in its finished form has upper and lower base engaging jaws A' and A'' at the hook end A, adapted on rotation of the latter to firmly grip the top and bottom of one side of the rail flange D. The rotation of hook end A to gripping position is accomplished by rotating the anchor as a whole by snapping the latch end to applied position. The jaws A' and A'' have slightly flattened portions conforming to the rail flange to afford an appreciable bearing or contact surface on the rail base when the anchor is applied. The planes of these flattened portions have approximately the same angle of divergence as that between the top and bottom

surface of the rail flange so as to effect a surface contact in applied position rather than a line or point contact to afford a better grip and less damage to the rail. The lower jaw A' of the hook end A is bent downwardly and backwardly in the manner indicated in the drawing to form a gooseneck E, the outside face E' of which affords a convenient surface for application of pressure, for instance, hammer blows for releasing the anchor as will appear more fully hereinafter. The outer face E' of the gooseneck E in the illustrated embodiment projects beyond the outer face of the hook end A in order that it may be more readily observed by the workmen from a position above the anchor when applying the blows. The lower end of the upstanding latch B merges with the yoke C and its inner face at the curved portion B' is so related to the end of the jaw A' which bears on the top of the rail flange that the distance between the curved surface B' and the end of the jaw A' is greater than the width of the rail base to permit the upstanding latch B to be first passed upwardly over one side of the rail base until the curved surface B' takes a position against the edge of the rail flange, permitting the hook end A to be then placed in its initial position, as shown in Fig. 1, the upstanding latch end B dropping to a position where the upwardly slanting cam face F bears against the rail base as shown in Fig. 1. The upstanding latch end B has a rail receiving recess G and a shoulder G' for holding the hook end A in rotated locking position on the rail flange when the latch end B is driven downwardly by a series of blows applied to the top of the latch end H until the rail is seated in recess G.

In removing the anchor the outer face E' of the gooseneck E is struck with a spike maul or other suitable tool to jump the shoulder G' over the edge of the rail base, thereby bringing the curved surface B' to a position over the edge of the rail flange and permitting the hook end to be pulled off the rail base and swung downwardly.

It is claimed:

A rail anchor consisting of a single metal bar bent to form a hook at one end, the hook comprising rail base clamping jaws having flattened rail flange gripping surfaces, the angle of divergence of said surfaces being substantially the same as the angle of divergence between the top and bottom surface of one side of the rail flange, an upstanding rail base engaging member at the other end of the anchor, the upstanding end having a rail receiving recess and a camface for preliminary engagements against the rail edge to

spread the anchor and seat the rail base in the recess on application of downward pressure to the upstanding end, the upstanding end and hook end being connected by a yoke substantially parallel to the rail base to afford a tie bearing surface at each end of the anchor, the yoke having a rebent portion below the hook end to afford a striking surface to spring the upstanding end away from rail base and disengage the anchor and the upstanding end being bent away from the hook end to form a loop to receive the rail base to permit application of the hook end. 80

RAYMOND R. DINKLAGE.

10	85
15	90
20	95
25	100
30	105
35	110
40	115
45	120
50	125
55	130
60	135
65	140
70	145
75	150