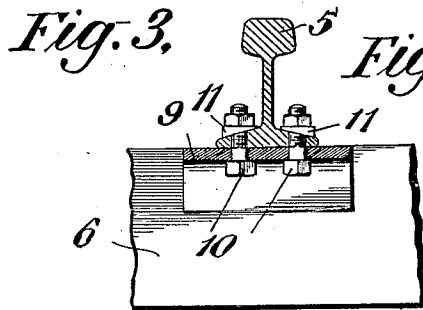
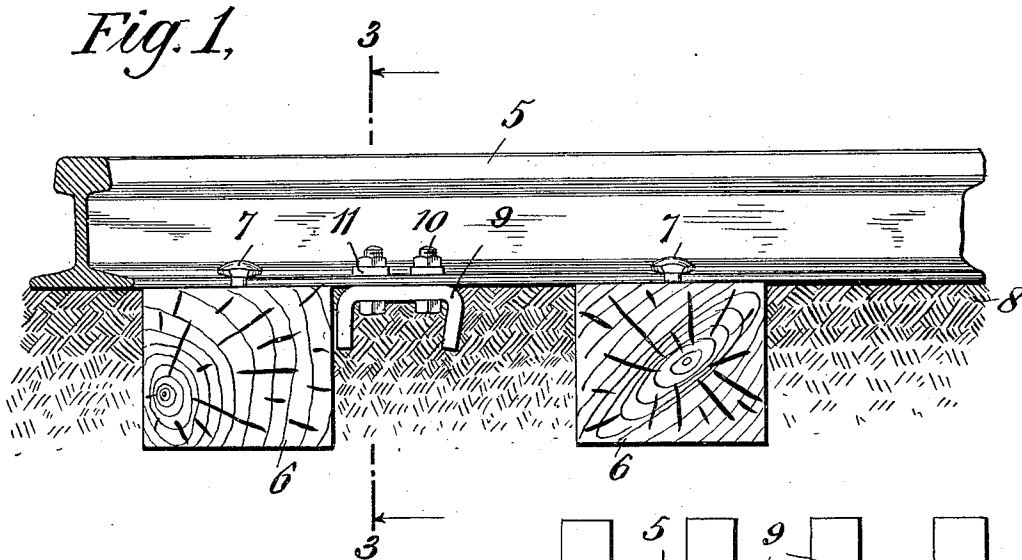


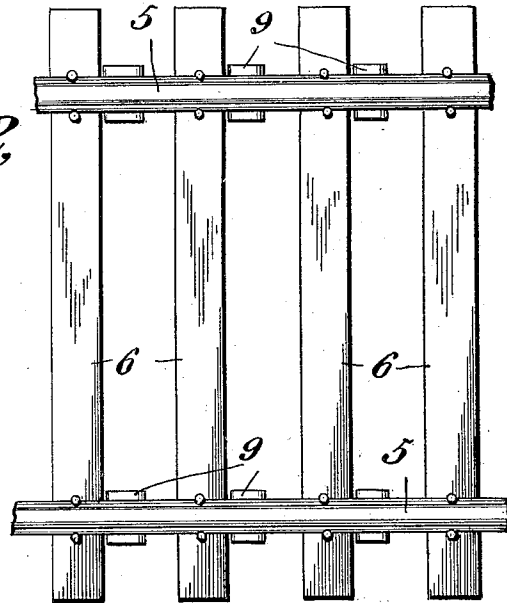
R. E. BARRON.  
RAILROAD ATTACHMENT.  
APPLICATION FILED AUG. 26, 1909.

946,992.

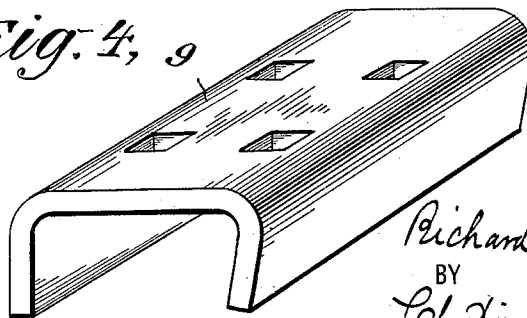
Patented Jan. 18, 1910.



*Fig. 2,*



*Fig. 4,*



WITNESSES:

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# UNITED STATES PATENT OFFICE.

RICHARD E. BARRON, OF SHATTUCK, OKLAHOMA.

## RAILROAD ATTACHMENT.

946,992.

Specification of Letters Patent.

Patented Jan. 18, 1910.

Application filed August 26, 1909. Serial No. 514,725.

To all whom it may concern:

Be it known that I, RICHARD E. BARRON, a citizen of the United States of America, and a resident of Shattuck, county of Ellis, and State of Oklahoma, have invented certain new and useful Improvements in Railroad Attachments, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof.

My invention relates to railroad attachments, and particularly to means for preventing the creeping of rails.

The best known form of railroad track at present in use in the United States comprises two rails spaced the proper distance apart by means of transverse ties or sleepers to which the rails are secured. The rails are fastened to the ties by means of spikes which are driven into the ties, the said spikes having overhanging heads which rest upon the flange of the rail. This method of securing the rails to the ties secures them effectively against lateral movements, but it has little effect upon any tendency of the rails to move longitudinally. There is, however, considerable tendency of rails to creep or move longitudinally, especially where the traffic is heavier in one direction than the other as is true on all but single track lines. This tendency is also found on inclines, the general tendency of the rails being to creep down hill.

The object of my invention is to prevent this creeping of the rails, and to this end I provide the rails with a plurality of transverse retaining devices. These retaining devices are securely fastened to the individual rails, and having flanges which embed themselves in the track bed they effectively oppose longitudinal movements of the rails.

In order that my invention may be fully understood, I will now proceed to describe an embodiment thereof, having reference to the accompanying drawings illustrating the same, and will then point out the novel features in claims.

In the drawings: Figure 1 is a view in side elevation of a railroad track employing retaining devices embodying my invention. Fig. 2 is a top view of the same. Fig. 3 is a detail sectional view through one of the rails, upon the plane of the line 3—3 of Fig. 1. Fig. 4 is a view in perspective of one of the retaining devices detached from the rail.

The track shown is of the usual character

comprising rails 5 and transverse ties or sleepers 6. The rails are secured to the transverse ties or sleepers by means of the usual spikes 7, and the sleepers are embedded in the track bed 8, as is common. Secured to the underside of each of the rails are a plurality of retaining devices 9, one of which is shown in detail in Fig. 4. These retaining devices are conveniently formed of short pieces of channel iron, the central web or body portion being disposed flat against the underside of the rails, and the flanges adapted to project downward into the track bed. They are conveniently secured in place by means of square shank bolts and nuts 10, the body portion of the retaining devices and the flanges of the rails having suitable orifices for receiving them. Angular faced washers 11 may be conveniently employed between the upper faces of the flange of the rail and the underside of the nuts in order to provide horizontal surfaces for the nuts to bear against. A desired number of these retaining devices may be employed all along the track, a greater number being preferably employed upon inclines than upon level surfaces. In Fig. 2 of the drawings I have shown a complete set of these retaining devices, one for each rail between each sleeper, but it will, of course, be understood that a less number may be employed.

What I claim is:

1. The combination with a railway track comprising longitudinal rails and transverse ties, of retaining devices comprising inverted trough-shaped members rigidly secured to the underside of the rails between the ties, the dependent flanged portions of the trough-shaped members being arranged to be embedded in the track bed.

2. The combination with a railway track comprising longitudinal rails and transverse ties, of a plurality of individual retaining devices rigidly secured to each of the rails, each of the said retaining devices comprising a body portion having bolt receiving openings therein, and dependent flanges transversely disposed with respect to the rail, one of the said flanges being arranged to be embedded in the rail at a material distance from the nearest transverse tie.

RICHARD E. BARRON.

Witnesses:

J. E. CARTER,  
T. B. LOCKWOOD.