

B. WOLHAUPTER.
 ANTICREEPING DEVICE FOR RAILS.
 APPLICATION FILED JULY 13, 1909.

957,021.

Patented May 3, 1910.

2 SHEETS—SHEET 1.

Fig. 2.

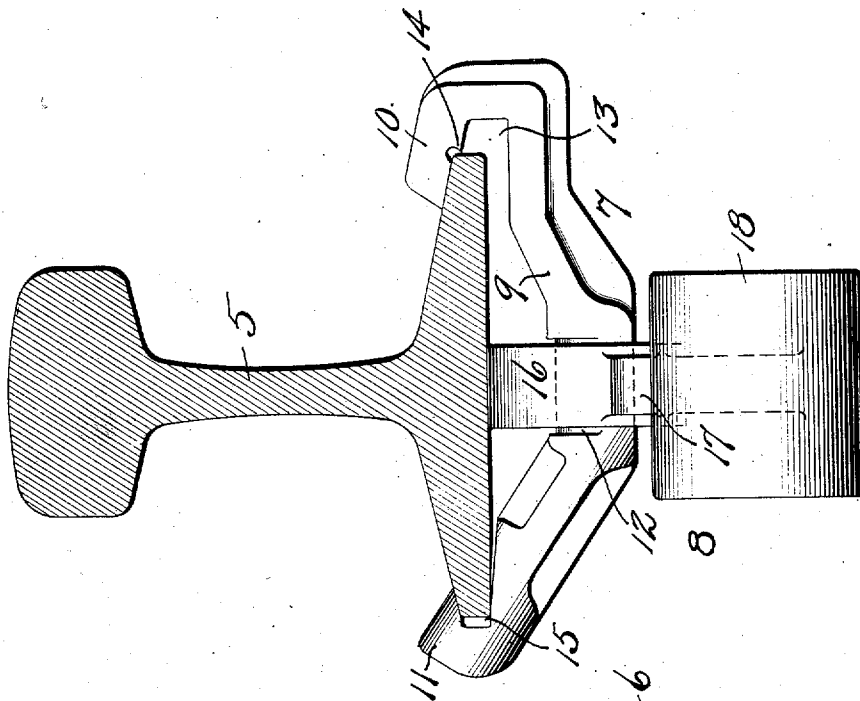
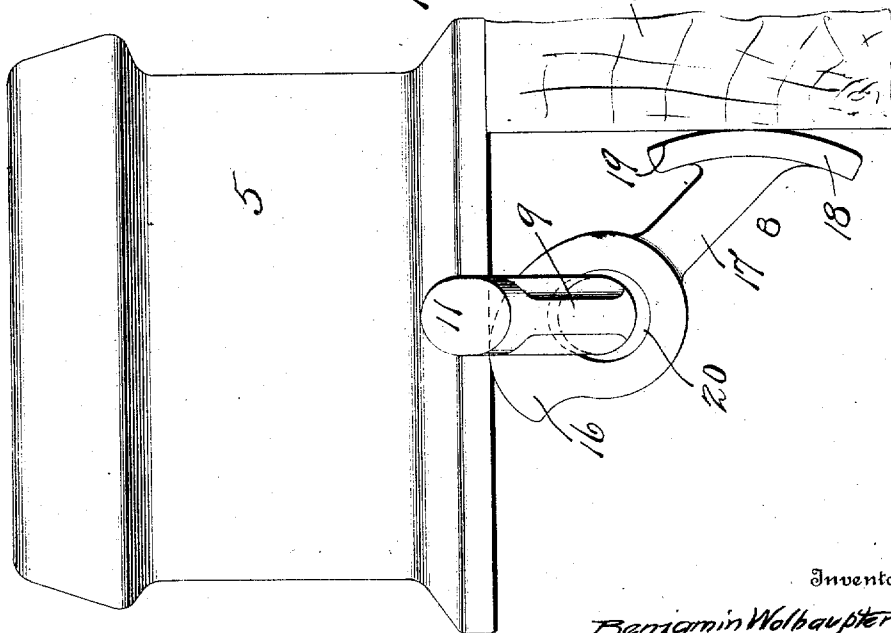


Fig. 1.



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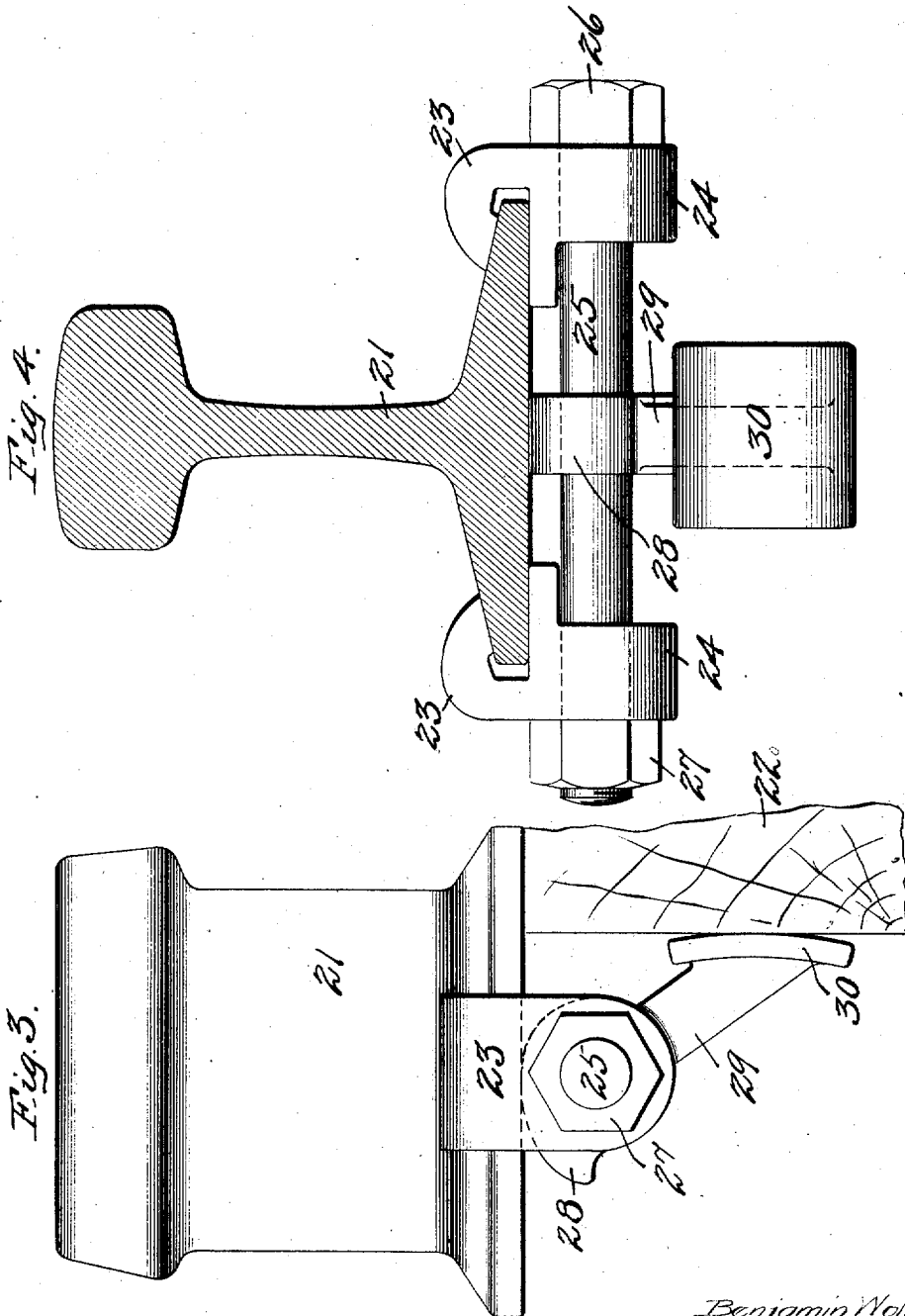
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UNITED STATES PATENT OFFICE.

BENJAMIN WOLHAUPTER, OF NEW YORK, N. Y.

ANTICREEPING DEVICE FOR RAILS.

957,021.

Specification of Letters Patent.

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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 primary object of the present invention is to provide a novel, simple and practicable device that will effectively grip and hold a rail against any tendency to creep longitudinally, said device being easy and cheap to manufacture, and readily applicable to and removable from a rail, yet so constructed that when in place, there is practically no chance of its being accidentally detached or deranged.

Two embodiments of the invention are disclosed in the accompanying drawings, but it will be obvious from an inspection of the claims hereto appended that the invention is by no means limited to the structures set forth.

In the drawings:—Figure 1 is a side elevation of one form of construction, showing the same in operative position on a rail. Fig. 2 is a cross sectional view through the rail, showing the device in elevation. Fig. 3 is a side elevation of a portion of a rail showing a different embodiment of the invention. Fig. 4 is a cross sectional view through the rail.

Similar reference numerals designate corresponding parts in all the figures of the drawings.

In the embodiments disclosed in Figs. 1 and 2, a portion of an ordinary railroad rail is shown, and designated 5, said rail being mounted on the usual ties, a portion of one of which is illustrated at 6. In the said disclosure, the anti-creeping device consists of a supporting member 7, and a clamping or gripping member 8. The supporting member is formed from a single piece, and comprises a tie bar or element 9 having at its ends rail-embracing jaws or clips 10 and 11. The tie element 9 has a central bearing portion or seat 12 that is circular in cross section, and is arranged centrally beneath the rail, as will be clear by reference to Fig. 2. One of the jaws, as 10, has a relatively large recess 13 to receive the base flange of the rail, the cross sectional area of said recess being greater than the cross sectional

area of the flange. The upper or overhanging bill of the jaw is provided with a depending stop shoulder 14 that is arranged to abut against the outer edge of the flange, as shown. The other jaw 11 is formed by cutting a notch 15 into one arm of the element 9, and said arm is preferably circular in cross section, though portions may be cut away, as illustrated. The recess 15 receives the opposite base flange of the rail. The clamping or gripping member 8 is also preferably a single piece, and is in the form of a cam 16 journaled upon the tie element 9 and having an off-standing integral arm 17 terminating in a foot 18. This foot is provided with a curved outer face 19 that is arranged to abut against a tie 6, or other element of the track structure.

By referring to Fig. 1, it will be noted that the cam 16 has an opening 20 that receives the tie member, and said opening is of slightly greater diameter than the cross sectional area of the member. The cam when in position, engages in the seat 12, but when the device is removed from the rail, it can be detached by disengaging it from the seat 12, slipping it along the arm that carries the jaw 11, which arm, as shown is preferably straight, and passing it over said jaw 11.

In using the device, the two members 7 and 8 are placed in associated relation. The jaw 10 is engaged with one flange and the supporting member is swung upwardly until the other jaw 11 is engaged with the opposite flange of the rail, as illustrated in Fig. 2, the foot 18 being abutted against a tie, as 6. It will therefore be obvious that with this construction, should there be any tendency on the part of the rail to creep longitudinally, the foot 18 bearing against the tie, will cause the arm 17 to swing downwardly, thus causing the cam 16 to grip or clamp against the under side of the rail, and at the same time, urging the jaws 10 and 11 into binding contact with the flanges. The device will thus positively prohibit any longitudinal movement of the rail.

A slightly different form of construction is disclosed in Figs. 3 and 4. In this embodiment, the rail is designated 21, and the tie 22. The rail-embracing jaws are shown at 23, and are substantial duplicates, being provided with depending ears 24, through which is passed a tie bolt 25 having a head 26

on one end, and a nut 27 threaded on the other end, and serving to draw the jaws into close contact with the rail. Journaled upon the tie bolt 25 is a clamping or gripping cam 28 that operates against the under side of the rail, and has a depending arm 29 terminating in a curved tie-engaging foot 30. It will be obvious that this device operates in substantially the same manner as the other, in so far as the clamping or gripping action is secured, and that it will also constitute an effective device for preventing the creeping of the rail.

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.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is:—

1. An anti-creeping device for rails, comprising spaced rail-gripping elements, and a device pivoted thereto for effecting the gripping action of said elements.

2. An anti-creeping device for rails, comprising spaced rail-embracing and gripping jaws, and a rail-engaging device pivoted thereto for effecting the gripping action of said jaws.

3. An anti-creeping device for rails, comprising spaced connected rail-embracing and gripping jaws, and a cam device pivoted to and between the jaws and engaging the under side of the rail for effecting the gripping action of said jaws.

4. In an anti-creeping device for rails, rail-engaging elements, a connection between the elements, and a swinging actuating device pivotally mounted on the connection.

5. In an anti-creeping device for rails, rail-engaging elements, a tie connecting the elements, and a swinging actuating device journaled on the connection and having a track tie-engaging element.

6. In an anti-creeping device for rails, rail-engaging jaws, a connection between

the jaws, and a swinging member pivotally mounted on the connection.

7. In an anti-creeping device for rails, a supporting member arranged for transverse disposition beneath the rail and having terminal rail flange engaging jaws, and a rotatable rail-engaging clamp cam mounted on said member between the jaws.

8. In an anti-creeping device for rails, rail-embracing jaws, a connection between the jaws, and a rotatable rail-engaging clamp cam mounted on the connection.

9. An anti-creeping device for rails, comprising spaced rail-embracing jaws, a connection between the jaws, and a rail-engaging clamp cam journaled on the connection and having a tie-engaging foot.

10. In an anti-creeping device for rails, a rail-engaging supporting member, and a rail-engaging clamp cam journaled thereon and removable from one end thereof.

11. In an anti-creeping device for rails, a supporting member having a rail-engaging jaw at one end, and a rail-clamping device journaled on the member and removable therefrom over said jaw.

12. In an anti-creeping device for rails, a supporting member comprising rail-embracing jaws, a connection between the jaws, a rail-gripping clamp journaled on the connection and removable from one end of the member over the jaw at said end, and an outstanding actuating foot carried by the clamp.

13. In an anti-creeping device for rails, a supporting member formed of a single piece and comprising a tie bar with rail-embracing jaws carried by the ends thereof, one of said jaws having a recess to receive the base flange of the rail and having a stop shoulder projecting into said recess, a clamping or gripping cam journaled on the tie bar and removable over the other jaw, and an outstanding arm carried by the cam and having a curved tie-engaging foot.

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

BENJAMIN WOLHAUPTER.

Witnesses:

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