June 6, 1933. R. A. BLAIR 1,912,357

RAIL ANCHOR

Original Filed May 6, 1929

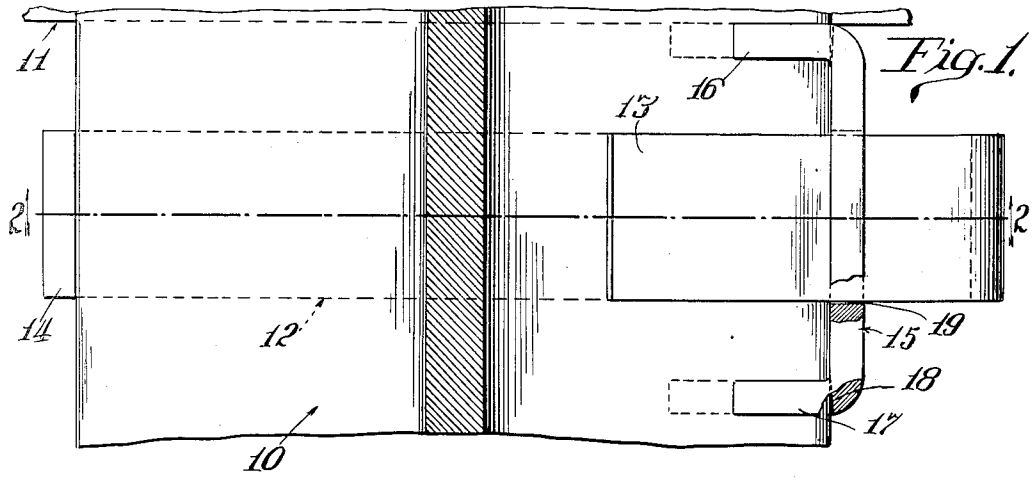


Fig. 1.

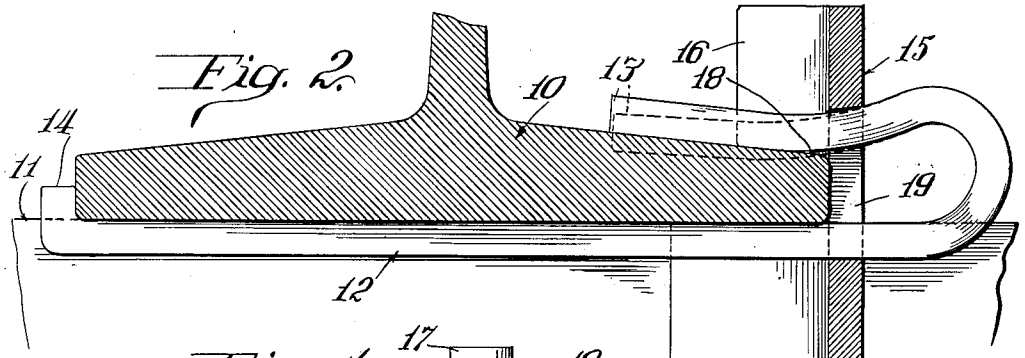


Fig. 2.

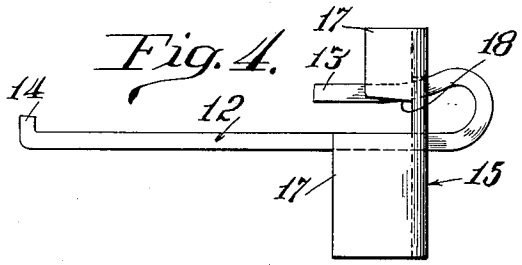


Fig. 4.

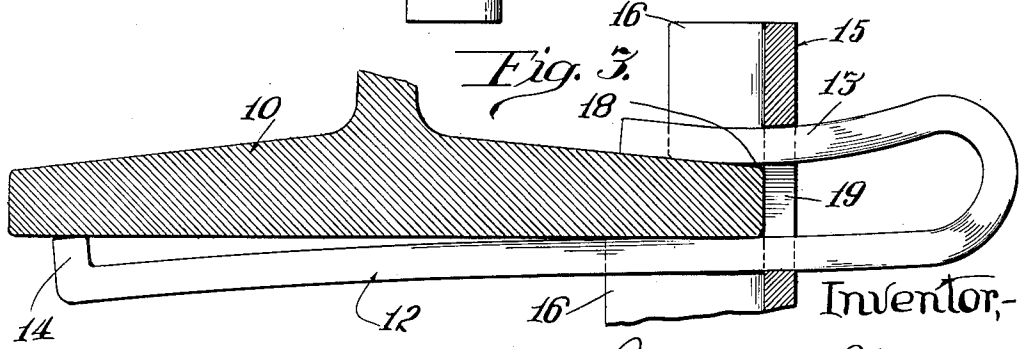


Fig. 3.

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UNITED STATES PATENT OFFICE

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RAIL ANCHOR

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My invention relates to rail anchors of the type having a tight gripping engagement with a railroad rail and adapted by a bearing on a cross tie or other fixed part of a track to hold the rail from longitudinal movement. It is one of the objects of my invention to provide a new and improved arrangement of anchor comprising two parts one of which, made of comparatively soft steel, cooperates with the other member formed of hard steel in such manner as to have high efficiency while being at the same time of comparatively low cost of manufacture.

It is another object of my invention to provide an improved construction for enabling the anchor to fit and tightly grip rails of slightly different dimensions. To this end, it is one of the objects of my invention to provide a reenforcement for the gripping parts at the edge of the rail so arranged that such parts shall have tight holding engagement with the rail at any point within a fairly wide range of adjustment transversely of the rail. It has been one of the objects of my invention to provide an arrangement of parts comprising a bar with one end portion turned backwardly to provide a jaw member, together with cooperating means by which the jar member is held from swinging as a whole away from the bar when the anchor is forced into position on the flange of a rail serving thus to cause the distortion of the parts to be distributed along the bar and the jaw instead of taking place principally at the return bend portion, the parts being thus capable of bending very much farther without permanent distortion than is the case when the bending takes place principally at any one point.

It is one of the objects of my invention to provide a new and improved arrangement of parts comprising a bar with one end portion turned backwardly to provide a jaw member and having an upwardly extending portion at the opposite end adapted to have holding engagement with the flange at that side of the rail when the anchor is driven into operative gripping position, in which means is provided for reenforcing the jaw for preventing the upward swinging of the jaw as a whole with respect to the bar at the time when the greatest distortion takes place just before the upwardly extending lug reaches its holding position in engagement with the edge of the flange of the rail.

It is another object of my invention to provide a construction of this type in which the jaw is limited in its upward movement with respect to the bar by its engagement with an abutment plate, such abutment plate being preferably held in fixed position on the flange of the rail by its engagement with the jaw member. It is a further object to provide a construction of this type in which the abutment plate also engages the flange for reenforcing and strengthening the structure, and for providing a strong supplemental grip on the rail.

It is another object of my invention to improve devices of this type in sundry details hereinafter pointed out. The preferred means by which I have accomplished my several objects are illustrated in the drawing and are hereinafter specifically described. That which I believe to be new and desire to cover by Letters Patent is set forth in the claims.

In the drawing,—

Fig. 1 is a top plan view of the preferred form of my improved anchor in position upon a fragmentary portion of a rail, the tread portion of which has been broken away for clearness of illustration;

Fig. 2 is a vertical section taken at line 2—2 of Fig. 1;

Fig. 3 is a view similar to Fig. 2 but showing the parts in the position in which the parts stand at an intermediate point in the operation of applying the anchor to a rail; and

Fig. 4 is a side view of my improved anchor in condition for shipment or storage, the same being shown upon a reduced scale.

Referring to the several figures of the drawing, in which corresponding parts are indicated by the same reference characters, 10 indicates a rail supported by a plurality of cross ties 11.

My improved rail anchor comprises a bar

or strip 12 of high carbon or spring steel having one end portion turned backwardly upon the bar flatwise thereof to form a gripping jaw 13, the normal position of the jaw 13 being shown by dotted lines in Fig. 2. The opposite end portion of the bar 12 is turned upwardly to provide a lug 14. The construction is such that the jaw member as described has a driving fit upon the flange of the rail, the movement of the jaw 13 up the diagonally disposed top face of the flange serving to force the arm or jaw 13 upwardly so as to receive the flange between the jaw portion of the bar 12. The arrangement is such that when the jaw member reaches its operative gripping position upon the flange, the lug 14 snaps upwardly into engagement with the edge of the flange as shown in Fig. 2.

In connection with the jaw member 12, I have provided an abutment plate member, preferably formed of low carbon steel. I have found that the ordinary commercial grade of sheet steel is satisfactory for use. My abutment plate, in the construction shown, comprises a piece of sheet steel bent into the form of a channel, comprising a web portion 15 and leg portions 16 and 17, each of the leg portions of the channel being provided with a notch 18 in its free end having a working fit upon the flange of the rail. The web portion 15 of the abutment plate member is provided with an opening 19 therethrough at a point opposite the notches 18 for receiving the bar 12 and the jaw 13 therein, such parts being inserted through the opening from the right as the parts are shown in Fig. 2.

For the application of my improved anchor to a rail for which the anchor is designed, the bar 12 and jaw 13 are first inserted through the opening 19; the abutment plate is then applied to the edge of the rail as shown in Figs. 2 and 3, and the jaw member is driven by the application of a blow or blows on the return bend portion so as to bring the jaw member into operative gripping position. The size of the opening 19 is such that as the jaw member is driven toward its operative position on the rail, the cross bar portion of the abutment plate above the opening 19 serves to prevent the jaw 13 from moving to any material extent as a whole away from the bar 12. The arrangement is such that the distortion of the metal necessary for the application of the anchor to the rail is distributed fairly evenly throughout the length of the jaw 13 and the bar 12 in some such relation as that shown in Fig. 3, with very little if any such distortion taking place at the return bend portion. The result is that the jaw member as a whole can be subjected to a very great distortion in the aggregate without danger of any permanent distortion at any point, even when the lug 14 is made of considerable length so as to provide an extended bearing upon the edge of the flange in the final operative position of the parts.

By the use of means serving to limit the upward swinging of the gripping jaw 13 with respect to the bar 12 so as to prevent permanent distortion of the jaw member at any point, and particularly at the return bend portion, I am enabled to provide a construction in which the jaw member is adapted to have a very strong grip upon the rail regardless of slight irregularities or variations in either the width or thickness of the flange. The jaw 13 is designed normally to stand in such position with respect to the bar 12 as to cause the device to have a driving fit upon the flange of the smallest portion of rail likely to be encountered within the latitude of allowable variations in the manufacture of rails. The arrangement is such that the jaw member has an effective holding grip upon the flange either when driven to the point where the lug 14 can snap upwardly into operative position upon the widest rail likely to be met or when driven to position for snapping upwardly upon a slightly narrower rail such as will be found in practice. By the use of the reenforcing member serving to limit the upward swinging of the jaw for preventing permanent distortion of the parts as above described, the grip of the device on the flange is sufficiently strong to meet all requirements upon any variation of size of rail such as may be expected.

By the use of the notches 18 in the leg portions of the channel comprising the abutment member, the abutment plate is held very tightly in position upon the flange of the rail, being held from backing transversely off the flange by a wedging engagement with the jaw 13 and bar 12 which are spaced at a greater distance from each other adjacent to the return bend portion than at the effective gripping portions. By my construction of abutment plate member comprising the legs 16 and 17 at opposite sides of the jaw member, the anchor is adapted for either a right-hand or left-hand use. When the rail 10 tends to move longitudinally so as to press one of the abutments 16 or 17 against the cross tie 11, the notch 18 in such abutment, in cooperation with the side edge portion of the lug 14, applies a very strong shackle grip upon the side faces of the flange of the rail, as is well understood in connection with devices of this type, serving thus very strongly to oppose such longitudinal movement of the rail. Moreover, the abutment member has a strong grip on the rail independently of any swinging movement of the anchor about a vertical axis. With the plates 16 and 17 held in close engagement with the flange by the action of the jaw member comprising the bar 12, the grip of the jaw member is very materially supplemented by the gripping action of the plates 16 and 17

whereby it is made unnecessary to use an exceedingly heavy bar for the jaw member.

The arrangement of my improved anchor is such that it is capable of being removed readily from a rail when desired, it being only necessary to pry the end of the bar 12 downwardly adjacent to the lug 14 and then to drive the anchor out of operative position by a series of blows on the outer face of the lug. The arrangement is such that, upon reapplication of the anchor in the same position or in a changed position, the anchor again assumes an operative grip upon the rail, this result being attained particularly by reason of the fact that the distortion of the parts is distributed widely as above described in the application of the anchor to the rail. It will be understood that a similar distribution of the distortion takes place upon the removal of the anchor from the rail.

In the preparation of the anchor for shipment, one of the jaw members comprising the bar 12 and the jaw 13 is preferably inserted in the opening 19 and driven lightly into position as shown in Fig. 4 for holding the two parts together by their frictional engagement, the gripping member being driven even beyond its normal operative position with respect to the abutment member if necessary in order to establish the desired frictional engagement. By this expedient the anchor is capable of being shipped and handled as a unit, having thus the advantages of a one-piece construction.

By the use of my construction and arrangement I am enabled to produce a very effective anchor by the use of a comparatively small amount of material, only a portion of such material being of special specifications.

While I prefer to employ substantially the construction as shown in my drawing and as above described, it is to be understood that I do not desire to limit my invention to the form shown except so far as the claims may be so limited by the prior art, it being understood that changes might well be made in the form of the device without departing from the spirit of my invention.

I claim:—

1. A rail anchor comprising in combination a jaw member adapted to have gripping engagement with the flange of a rail, means carried by said jaw member adapted by engagement with the opposite edge of the flange when said jaw member is in operative gripping position on the rail to prevent said jaw member from backing transversely from the rail, and an abutment plate formed separately from said jaw member and held by engagement with said jaw member and said rail in fixed position with respect to said jaw member and in vertically disposed position on the rail for engagement with a cross tie.

2. A rail anchor comprising in combination a jaw member adapted to have gripping engagement with the flange of a rail, means carried by said jaw member adapted by engagement with the opposite edge of the flange when said jaw member is in operative gripping position on the rail to prevent said jaw member from backing transversely from the rail, and an abutment plate formed separately from said jaw member adapted to engage the flange of the rail adjacent to said jaw member and to be held in fixed position on the flange by its engagement with said jaw member.

3. A rail anchor comprising in combination a jaw member having a driving fit on the flange of a rail, an upwardly extending lug carried by said jaw member adapted to snap into engagement with the opposite edge of the flange when said jaw member is driven into operative gripping position on the rail, and a separately formed abutment plate having a notch adapted to engage the flange of the rail at one side of the jaw member and held by the jaw member in fixed position on the rail with the notch closely embracing the flange.

4. A rail anchor comprising in combination a jaw member adapted to have gripping engagement with the flange of a rail, means carried by said jaw member adapted by engagement with the opposite edge of the flange when said jaw member is in operative gripping position on the rail to prevent said jaw member from backing transversely from the rail, and a separately formed abutment plate provided with a notch having a close fit on the flange of the rail at one side of the jaw member and held by the jaw member in fixed position on the flange.

5. A rail anchor comprising in combination a jaw member adapted to have gripping engagement with the flange of a rail, means carried by said jaw member adapted by engagement with the opposite edge of the flange when said jaw member is in operative gripping position on the rail to prevent said jaw member from backing transversely from the rail, and a separately formed abutment plate in the form of a channel having notches in the leg portions adapted to engage the flange of the rail at opposite sides of the jaw member and to be held in fixed position on the flange by its engagement with said jaw member.

6. A rail anchor comprising in combination a jaw member having a driving fit on the flange of a rail, an upwardly extending lug carried by said jaw member adapted to snap into engagement with the opposite edge of the flange when said jaw member is driven into operative gripping position on the rail, and a separately formed abutment plate in the form of a channel having notches in the ends of the leg portions having a close fit on the flange at opposite sides of the jaw member, said abutment plate being held in fixed

position on the rail by engagement with said jaw member.

7. A rail anchor comprising in combination a jaw member having a driving fit on the flange of a rail, an upwardly extending lug carried by said jaw member adapted to snap into engagement with the opposite edge of the flange when said jaw member is driven into operative gripping position on the rail, and a separately formed abutment plate in the form of a channel having notches in the leg portions having a close fit on the flange of the rail at opposite sides of the jaw member and extending substantially to the web of the channel whereby such web in the operative position of the anchor on the rail stands substantially in engagement with the edge of the flange of the rail, said abutment plate being held in position on the rail by its engagement with said jaw member.

8. A rail anchor comprising in combination a jaw member formed of high grade steel and adapted to have gripping engagement with the flange of a rail, means formed integrally with said jaw member adapted by engagement with the opposite edge of the flange when said jaw member is in operative gripping position on the rail to hold said jaw member from backing transversely from the rail, and an abutment plate formed of low grade steel adapted to engage the flange of the rail adjacent to said jaw member and held in fixed position on the flange by its engagement with said jaw member.

9. A rail anchor comprising in combination a jaw member formed from a strip of high grade steel and having one end portion bent backwardly on the strip to provide a jaw having a driving fit on the flange of a rail, and having its opposite end portion positioned for having a holding engagement with the edge of the rail flange when said member is driven into operative gripping position thereon, and an abutment plate formed of sheet metal separately from said jaw member adapted to engage the flange of the rail adjacent to said jaw member and held in fixed position on the flange by its engagement with said jaw member.

10. A rail anchor comprising in combination a jaw member formed from a thin strip of high grade steel and having one end portion bent backwardly on the strip flatwise of the strip to provide a jaw having a driving fit on the flange of a rail, and having its opposite end portion turned upwardly so as to snap into engagement with the edge of the rail flange when said member is driven into operative gripping position thereon, and an abutment plate formed separately from said jaw member and held by engagement with said jaw member and said rail in fixed vertical position with respect to the jaw member for engagement with a cross tie.

11. A rail anchor comprising in combination a bar turned backwardly upon itself at one end providing a gripping jaw, and means engaging said turned back jaw at a point removed from its end serving when the device is in operative position on a rail to limit the upward movement of the jaw with respect to the bar.

12. A rail anchor comprising in combination a bar turned backwardly upon itself at one end providing a gripping jaw, and means engaging an intermediate portion of the jaw serving when the jaw is forced outwardly with respect to the bar to cause the distortion to be distributed along the bar and the jaw with very little distortion taking placed at the return bend portion.

13. A rail anchor comprising in combination a bar turned backwardly upon itself at one end providing a gripping jaw, and means engaging the jaw at an intermediate point some little distance from the return bend portion and engaging the bar at a directly opposite point serving substantially to prevent distortion at the return bend portion when the jaw is forced outwardly with respect to the bar.

14. A rail anchor comprising in combination a bar turned backwardly upon itself at one end providing a gripping jaw, means carried by said bar adapted to have holding engagement with the opposite edge of the flange when said jaw is driven into operative gripping position on a rail, and means engaging the jaw at an intermediate point in spaced relation to the bearing of said jaw on the upper face of the rail flange and engaging the bar at a point in spaced relation to said upwardly extending lug serving to prevent any material upward swinging movement of the jaw as a whole with respect to the bar when the anchor is driven into operative gripping engagement with the rail.

15. A raid anchor comprising in combination a bar, a gripping jaw on said bar in spaced relation thereto, means carried by said bar adapted to have holding engagement with the opposite edge of the flange when said jaw is driven into operative gripping position on a rail, and an abutment plate member having an opening through which said jaw and said bar are insertable serving to prevent any material upward swinging movement of the jaw as a whole with respect to the bar when the anchor is driven into operative gripping engagement with the rail.

16. A rail anchor comprising in combination a bar, a gripping jaw on said bar in spaced relation thereto, means carried by said bar adapted to have holding engagement with the opposite edge of the flange when said jaw is driven into operative gripping position on a rail, and an abutment plate member having a portion provided with a notch engaging the flange of the rail and having another portion in angular relation to said first

named portion and provided with an opening through which said jaw and said bar are insertable serving to prevent any material upward swinging movement of the jaw as a whole with respect to the bar when the anchor is driven into operative gripping engagement with the rail.

17. A rail anchor comprising in combination a bar turned backwardly upon itself at one end providing a gripping jaw, means carried by said bar adapted to have holding engagement with the opposite edge of the flange when said jaw is driven into operative gripping position on a rail, and an abutment plate member having an opening through which said and said bar are insertable but through which they are unable to pass completely, said plate by its engagement with intermediate portions of the jaw and bar serving to prevent any material upward swinging movement of the jaw as a whole with respect to the bar when the anchor is driven into operative gripping engagement with the rail, and said jaw serving by its engagement with said opening to hold the abutment plate in fixed position on the rail.

18. A rail anchor comprising in combination a gripping bar, a jaw adapted by cooperation with said bar to grip the flange of a rail, and means engaging said jaw substantially at the edge of the flange of the rail serving to reenforce the jaw with respect to the gripping bar and limiting the upward movement of the jaw away from the bar.

19. A rail anchor comprising in combination a gripping bar, a jaw adapted by cooperation with said bar to grip the flange of a rail, a cross bar extending across the upper face of the jaw, and substantially rigid means for holding said cross bar in fixed position above said gripping bar for limiting the upward movement of the jaw away from the gripping bar.

20. A rail anchor comprising in combination a gripping bar turned backwardly upon itself at one end providing a jaw adapted to have a driving fit on the flange of a rail, and an abutment plate held by engagement with the rail and the bar in fixed vertical position with respect to the bar for effective engagement with a cross tie, said abutment plate comprising substantially rigid means for limiting the upward movement of the turned jaw portion with respect to the bar.

21. A rail anchor comprising in combination a gripping bar, a jaw on said bar in spaced relation thereto adapted to have a driving fit on the flange of a rail and an abutment plate adjustable longitudinally of said bar and said jaw and comprising means effective at different adjusted positions thereabout for limiting the upward movement of the jaw with respect to the bar, said plate being held by engagement with the rail and the bar in fixed vertical position with respect to the bar for effective engagement with a cross tie.

22. A rail anchor comprising in combination a bar, a gripping jaw on said bar in spaced relation thereto, and a reenforcing member having an opening therethrough into which said bar and jaw are insertable for limiting the upward movement of the jaw with respect to the bar whereby the jaw and bar may be driven into tight gripping engagement with the flange of the rail.

23. A rail anchor comprising in combination a bar, a gripping jaw on said bar in spaced relation thereto, and a plate having an opening therethrough into which said bar and jaw are insertable for limiting the upward movement of the jaw with respect to the bar, said plate having a notch therein adapted to engage the flange of a rail upon which said gripping jaw is driven for holding the plate in fixed position with respect to the rail, the arrangement being such that said gripping jaw and said notch have tight gripping engagement with said rail when driven into operative position thereon.

24. A rail anchor comprising in combination a bar turned backwardly upon itself at one end providing a gripping jaw for engaging one edge of the flange of a rail, and having means at its opposite end portion adapted to have holding engagement with the edge of the flange when the jaw is driven into operative gripping position on the rail, and a plate having an opening therethrough into which said bar and jaw are insertable for limiting the upward movement of the jaw with respect to the bar, and having a notch therein adapted to engage the flange of the rail, said plate being held in close proximity to the edge of the flange by its engagement with said bar and jaw.

25. A rail anchor comprising in combination a bar turned backwardly upon itself at one end providing a gripping jaw for engaging one edge of the flange of a rail, and having means at its opposite end portion adapted to have holding engagement with the edge of the flange when the jaw is driven into operative gripping position on the rail, and a plate in the form of a channel having an opening through its web portion into which said bar and jaw are insertable for limiting the upward movement of the jaw with respect to the bar, and having notches in the leg portions adapted to engage the flange of the rail with the web portion in close proximity to the edge of the flange, said plate being held in operative position by its engagement with said bar and jaw.

26. A rail anchor comprising in combination a bar turned backwardly upon itself at one end providing a gripping jaw for engaging one edge of the flange of a rail with

the jaw normally closer to the bar at its free end portion than at the return bend portion, means at the opposite end portion of the bar adapted to have holding engagement with the edge of the flange when the jaw is driven into operative gripping position on the rail, and a reenforcing member having an opening therethrough into which said bar and jaw are insertable for limiting the upward movement of the jaw with respect to the bar whereby said reenforcing member serves to tighten said gripping jaw on said flange when driven into operative position thereon and whereby the gripping member serves to hold the reenforcing member in operative position on the rail.

27. A rail anchor comprising in combination a bar turned backwardly upon itself at one end providing a gripping jaw for engaging one edge of the flange of a rail with the jaw normally closer to the bar at its free end portion than at the return bend portion, means at the opposite end portion of the bar adapted to have holding engagement with the edge of the flange when the jaw is driven into operative gripping position on the rail, and a plate having an opening therethrough into which said bar and jaw are insertable for limiting the upward movement of the jaw with respect to the bar whereby said plate serves to tighten said gripping jaw on said flange when driven into operative position thereon, said plate having a portion turned at an angle and provided with a notch therein adapted to engage the flange of the rail, said gripping member serving by its engagement with the plate to hold the plate in operative position on the rail.

28. A rail anchor comprising in combination a bar turned backwardly upon itself at one end providing a gripping jaw for engaging one edge of the flange of a rail with the jaw normally closer to the bar at its free end portion than at the return bend portion, means at the opposite end portion of the bar adapted to have holding engagement with the edge of the flange when the jaw is driven into operative gripping position on the rail, and a plate in the form of a channel having an opening through its web portion into which said bar and jaw are insertable for limiting the upward movement of the jaw with respect to the bar, and having notches in the leg portions adapted to engage the flange of the rail with the web portion in close proximity to the edge of the flange, said plate being held in operative position by its engagement with said bar and jaw.

29. A rail anchor comprising in combination a cross bar, a resilient jaw movable toward and from the cross bar at one end of said bar and arranged for receiving the flange of a rail between the cross bar and the jaw, and reenforcing means engaging said resilient jaw at an intermediate point therealong serving to hold such intermediate engaged portion of the jaw at such a maximum distance from the cross bar that upon the application of the anchor to the rail the jaw is displaced upwardly at its end relative to such intermediate engaged portion.

30. A rail anchor comprising in combination a cross bar, a resilient jaw movable toward and from the cross bar at one end of said bar and arranged for receiving the flange of a rail into gripping engagement between the cross bar and the jaw upon a movement of the cross bar and jaw transversely of the rail into position thereon, and reenforcing means engaging such resilient jaw at an intermediate point therealong serving to limit movement of such engaged intermediate portion of the jaw away from the cross bar whereby the jaw is distorted downwardly at such intermediate engaged portion when the free end of the jaw is forced upwardly in its movement along the top face of the flange of the rail.

31. A rail anchor comprising in combination a cross bar, a resilient jaw movable toward and from said cross bar at one end portion thereof and arranged for receiving the flange of a rail into gripping engagement between the cross bar and the jaw upon a movement of the cross bar and jaw transversely of the rail into position thereon, the point of engagement of the jaw with the cross bar being in spaced relation to said flange at the side of the rail, and reenforcing means engaging such resilient jaw at an intermediate point therealong serving to limit movement of such engaged intermediate portion of the jaw away from the cross bar whereby the jaw is distorted downwardly at such intermediate engaged portion when the free end of the jaw is forced upwardly into its final operative engagement with the top face of the flange of the rail.

32. A rail anchor comprising in combination a cross bar, a resilient jaw movable toward and from said cross bar at one end portion thereof and arranged for receiving the flange of a rail into gripping engagement between the cross bar and the jaw upon a movement of the cross bar and jaw transversely of the rail into position thereon, the point of engagement of the jaw with the cross bar being in spaced relation to said flange at the side of the rail, reenforcing means engaging such resilient jaw at an intermediate point therealong serving to limit movement of such engaged intermediate portion of the jaw away from the cross bar whereby the jaw is distorted downwardly at such intermediate engaged portion when the free end of the jaw is forced upwardly into its final operative engagement with the top face of the flange of the rail, and means held in position with respect to the rail by engagement with the rail

and with said reenforcing means serving by engagement with a fixed portion of the track to hold the rail from longitudinal movement.

33. A rail anchor comprising in combination a bar turned upwardly and backwardly upon itself at one end into substantially resilient wedge form, an abutment plate member having spaced bearings between which the body and the turned back portion of said bar are inserted serving by a wedging action to limit movement of said abutment plate member toward one end of the bar, and means carried by said abutment plate member for gripping the base flange of a rail, said bar being adapted to engage the base flange of the rail at its opposite edge portion for holding said gripping means in operative rail gripping position.

34. In a rail anchor, the combination of a bar turned upwardly and backwardly upon itself at one end into substantially resilient wedge form, an abutment plate member comprising means for gripping the base flange of a rail and having spaced bearings for mounting the member movably on the bar with one of the bearings engaging the body of the bar below the level of the bottom face of the rail and the other engaging the turned back portion of the bar above the level of said bottom face of the rail serving by a wedging action to limit movement of the abutment plate member toward one end of the bar, said bar being adapted to engage the base flange of the rail at its opposite edge portion for holding said gripping means in operative rail gripping position.

35. A rail anchor comprising in combination a channel member having notches in the edges of the oppositely disposed legs in position on one edge of the base flange of a rail, and a bar extending across underneath the rail for holding the channel member in position on the flange, said bar having operative engagement with the edge of the flange at one side of the rail by means of a lug extending upwardly on one end of the bar opposite said edge of the flange and having operative engagement with the channel member at the opposite end of the bar for holding said channel member in position on the flange by means of an arm portion turned backwardly into convergent relation to the body of the bar into a wedging relationship therewith.

36. In a two-part rail anchor, the combination of an abutment plate member, and a transverse bar turned upwardly and backwardly upon itself at one end providing a a jaw whose top face converges toward the opposite end of the bar with the bottom face of the bar, adapted by engagement with said abutment plate member to hold said member in position on a rail and adapted by a frictional wedging engagement with said abutment plate member to be held in unit relationship therewith for shipment.

37. In a two-part rail anchor, the combination of an abutment plate member provided with oppositely disposed cross bars in vertically spaced relation to each other, and a transverse bar adapted by engagement between said cross bars when the device is on a rail to hold said abutment plate member in operative position on a rail and adapted by engagement between said cross bars when the device is prepared for shipment to be connected with the abutment plate member for shipment as a unit therewith.

38. In a two-part rail anchor, the combination of an abutment plate member provided with oppositely disposed spaced bearings, and a transverse bar having an upwardly and backwardly turned arm thereon adapted by engagement with said bearings when the device is on a rail to hold said abutment plate member in position on the rail and adapted by resilient engagement between said bearings when the device is prepared for shipment to be releasably connected with the abutment plate member for shipment as a unit therewith.

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