

No. 656,470.

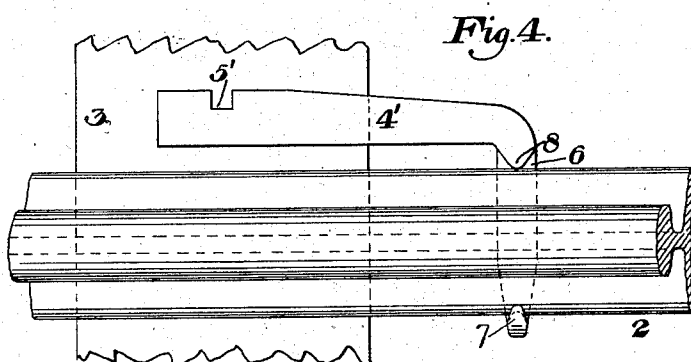
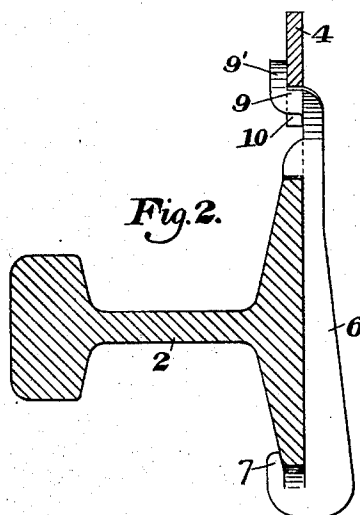
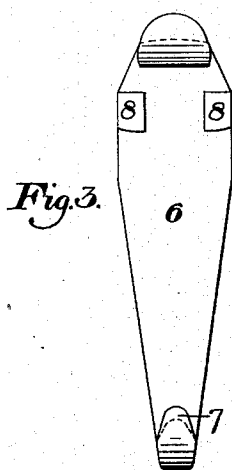
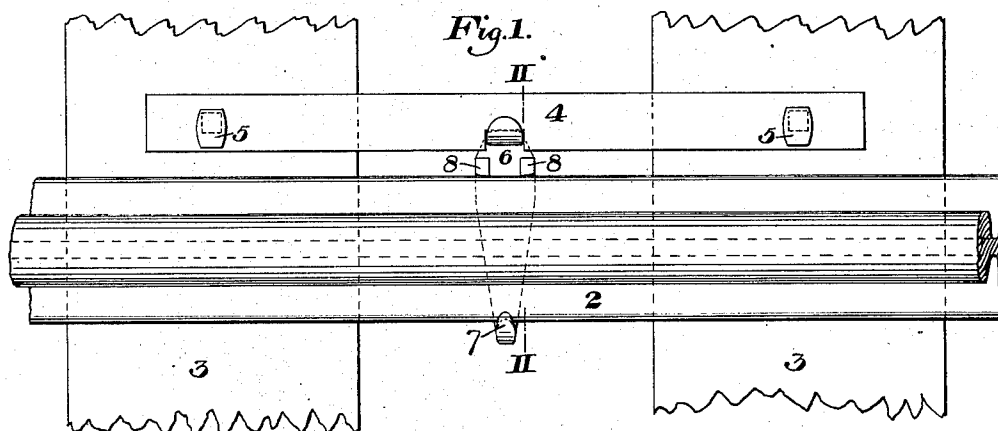
Patented Aug. 21, 1900.

J. L. POPE.

DEVICE FOR PREVENTING CREEPING OF RAILS.

(Application filed Mar. 26, 1900.)

(No Model.)



Witnesses,
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UNITED STATES PATENT OFFICE.

JOHN L. POPE, OF CLEVELAND, OHIO.

DEVICE FOR PREVENTING CREEPING OF RAILS.

SPECIFICATION forming part of Letters Patent No. 656,470, dated August 21, 1900.

Application filed March 26, 1900. Serial No. 10,134. (No model.)

To all whom it may concern:

Be it known that I, JOHN L. POPE, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented a new and useful Improvement in Devices for Preventing Creeping of Rails, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 shows in plan view a railway-rail provided with my improved device for preventing longitudinal motion or creeping of the rail. Fig. 2 is a vertical section on the line II II of Fig. 1. Fig. 3 is a plan view of the rail-holding device. Fig. 4 is a plan view of a modified construction.

The purpose of my invention is to provide means by which railway-rails can be held secure against longitudinal motion or creeping.

In Fig. 1, 2 represents the rail, 3 3 are ties, and 4 is a bar which is fixed to a suitable number of the ties, preferably by spikes 5 5. To restrain the rail from longitudinal motion, I employ a holder 6, constituted by a cross-bar set between the ties, extending under the rail, having an abutment 7, bearing against the edge of the flange on one side, and abutments 8 8, which bear against the other edge of the flange, and said abutments being rigid on the holder 6 of the rail, the abutment 7 being fitted in a notch formed in the rail-flange. At the rear end of the device is a shoulder 9 and lip 9', which are fitted to a notch 10 in the bar 4. When the parts are assembled, as shown in Figs. 1 and 2, the rail is effectually prevented from creeping in either direction, because if it should tend to move the lugs 7 and 8 would bind upon the rail and clamp it, while the holding device 6, being connected with the bar 4, is held thereby.

In the modification shown in Fig. 4 the holding device 6 is made with abutments 7 and 8 and is made integral with the bar or shank 4', which may be fixed to the tie 3 at 5', or it may be fixed to two or more ties. When this device is turned by moving the shank 4' in a horizontal plane in either direction, so as to cause the abutments 7 8 to clamp upon the rail, it will prevent the rail from creeping.

Within the scope of my invention as de-

fined in the claims many changes may be made in the form and construction of the parts, since—

What I claim is—

1. A device for preventing creeping of rails, comprising a cross-bar extending transversely under the rail, and having rigid abutments thereon bearing against the opposite edges of the rail-flange and adapted to clamp the same; substantially as described.

2. A device for preventing creeping of rails, comprising a holder extending under the rail and bearing against the opposite edges of the rail-flange, said holder being set between the ties and having a connection extending laterally therefrom to a tie; substantially as described.

3. A device for preventing creeping of rails comprising a holder connected with the rail between the ties, a bar or shank which is fixed to the tie, and a connection between the holder and the bar; substantially as described.

4. A device for preventing creeping of rails comprising a holder connected with the rail between the ties, a bar or shank which is fixed to the tie, and a connection between the holder and the bar, said connection being constituted by a shoulder on the holder fitting a notch on the bar; substantially as described.

5. A device for preventing creeping of rails, comprising a holder extending under the rail and having two rigid abutments against the flange at one side of the rail, and a rigid abutment against the flange at the other side of the rail; substantially as described.

6. A device for preventing creeping of rails, comprising a cross-bar extending transversely under the rail, and having rigid abutments thereon bearing against the opposite edges of the rail-flange and adapted to clamp the same, one at least of said abutments being fitted in a notch in the rail-flange; substantially as described.

In testimony whereof I have hereunto set my hand March 24, 1900.

JOHN L. POPE.

Witnesses:

THOMAS W. BAKEWELL,
G. I. HOLDSHIP.