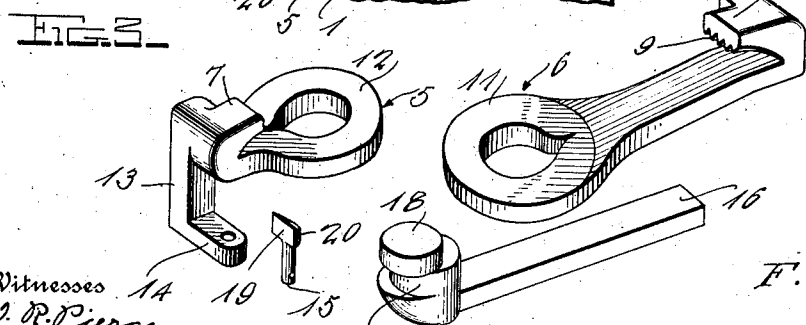
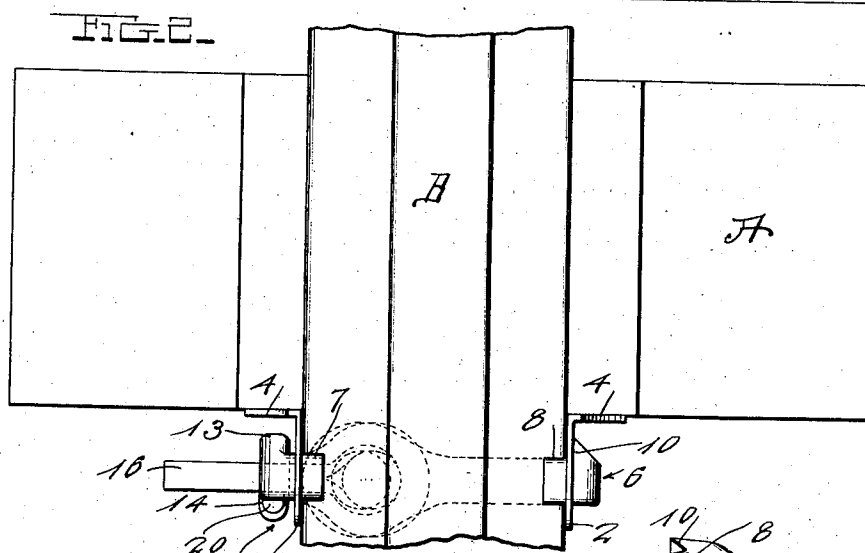


1,055,079.



Witnesses 14
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UNITED STATES PATENT OFFICE.

FRED QUIST, OF SAN FRANCISCO, CALIFORNIA.

ANTICREEPER FOR RAILWAY-RAILS.

1,055,079.

Specification of Letters Patent.

Patented Mar. 4, 1913.

Application filed November 18, 1912. Serial No. 732,152.

To all whom it may concern:

Be it known that I, FRED QUIST, a citizen of the United States, residing at San Francisco, in the county of San Francisco and State of California, have invented certain new and useful Improvements in Anticreepers for Railway-Rails; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in anti-creeping devices for railway rails.

The object of the invention is to provide a durable and efficient anti-creeper for rails which also prevents tipping of the tie plate.

Another object is to provide an anti-creeper for rails which may be applied to any railway tie.

With these and other objects in view, the invention consists of certain novel features of construction, combination and arrangement of parts as will be more fully described and claimed.

In the accompanying drawings; Figure 1 is an end elevation of a tie equipped with this improved device showing a rail held thereby; Fig. 2 is a top plan view thereof; Fig. 3 is a perspective view of the anti-creeper with the parts disassembled and arranged in juxtaposition; Fig. 4 is a detail perspective view of one of the brackets.

In the embodiment illustrated two laterally spaced brackets 1 and 2 are shown extending from a tie A at opposite sides of the rail B with which the anti-creeper is to be engaged. These brackets are constructed in the form shown in Fig. 4 being substantially L-shaped in cross section and one arm or plate of which is secured by suitable fastening elements to the tie A and the other arm thereof projects at right angles forming a spacer for holding the anti-creeper a slight distance from the tie to which it is applied. The arms of these brackets in which the anti-creeper is mounted are provided with an opening having a recess 3 in one side thereof to provide for the insertion of a clamping member therethrough as will be hereinafter described. These brackets are designed to support the clamping member and they may be secured in any suitable manner to a tie being here shown provided with right angularly extending fastening plates 4 which are rigidly secured to the tie.

The gripping or clamping member for the rail is constructed as shown in the form of two pivotally connected cam sections 5 and 6 provided at their outer ends with rail base engaging lugs 7 and 8 which have their lower faces undercut to form substantially V-shaped recesses between them and the upper faces of the sections into which the side edge of the rail bases project and between which said bases are securely clamped by means to be described. The lower faces of these gripping fingers or lugs 7 and 8 are preferably corrugated longitudinally or serrated in any suitable manner the projections 9 produced thereby being designed to engage the upper face of the rail base to assist in holding the rail against longitudinal movement. A shoulder 10 is formed on one side of the gripping finger 8 of the section 6 and is designed to prevent the rail from tipping should the tie to which the device is applied become worn. A loop 11 is formed at the inner end of the section 6 and when the device is assembled is arranged in underlying position with a similar loop 12 formed on the inner end of the section 5 the loop 11 being preferably offset to dispose the upper face of the loop 12 flush with the upper face of the body portion of the section 6 to provide for the arrangement of the gripping fingers or lugs 7 and 8 in position to engage the flanges of the rail base.

The section 5 which is preferably made shorter than the section 6 has a depending L-shaped locking member 13 secured to one side thereof at its outer end with the other arm of said member 13 extending laterally in a plane under the gripping finger 7. This arm 14 projects beyond the side of said finger and has an aperture therein for the reception of a locking pin 15 which is designed to hold the cam locking lever 16 in operative position as will be presently described. This locking lever 16 is provided at one end with upwardly extending cam members 17 and 18 which are arranged eccentrically in relation to each other the upper cam 18 projecting beyond one side of the cam 17 and being designed to fit in the loop 12 of the section 5 and the cam 18 which is arranged below the cam 17 is adapted to fit in the loop 11 of the section 6 so that when said lever 16 is swung outwardly from the arm 14 the sections 5 and 6 are drawn toward each other thereby causing their clamping fingers to tighten on

the opposite edges of the rail base and firmly lock the clamp to said rail. When the lever 16 has been swung outwardly into locking position as shown in Fig. 1, the pin 15 is inserted in the aperture of the arm 14 with the flat face 19 of its head 20 bearing against one side of said lever to hold it against turning. This pin is located in position by means of a cotter pin 21 or any other suitable readily removable means. To release the rail the pin 15 is removed and the lever 16 swung inwardly thereby moving the sections 5 and 6 away from each other and disengaging the gripping fingers 7 and 8 from the rail base.

When the clamp is applied to the tie the outer ends of the sections 5 and 6 are inserted in the brackets 1 and 2 secured to the tie and by means of which the clamp is held in position and against lateral or longitudinal movement. By being so mounted this anti-rail-creeper also performs the function or means for holding the rails against spreading as they cannot move laterally or longitudinally when said clamping member is engaged therewith. The short section 5 is arranged on the outside of the rail to render the clamp more readily accessible without subjecting the operator to danger.

While I have described my invention with more or less minuteness as regards details and as being embodied in certain precise forms, I do not desire to be limited thereto unduly any more than is pointed out in the claims. On the contrary, I contemplate all proper changes in form, construction and arrangement, the omission of immaterial

elements and substitution of equivalents as circumstances may suggest or render expedient.

What I claim is:

1. An anti-rail-creeper comprising two longitudinally adjustable sections each having a rail grip at its outer end and a loop at its inner end, eccentrically disposed cams engaging said loops and forming a pivotal connection for the sections, and means for actuating said cams to draw said sections toward each other.

2. An anti-rail-creeper comprising two longitudinally adjustable sections each having a rail grip at its outer end and a loop at its inner end, eccentrically disposed connected cams engaging said loops and forming a pivotal connection for the sections, and means for actuating said cams to draw said sections toward each other.

3. An anti-rail-creeper comprising two longitudinally adjustable sections each having a rail grip at its outer end and a loop at its inner end, eccentrically disposed connected cams engaging said loops and forming a pivotal connection for the sections, a lever secured to said cams for actuating them to draw said sections toward each other, and means for locking said lever in operative position.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

FRED QUIST.

Witnesses:

NORMAN O. BYERS,
WILLIAM CHANEY.