

No. 657,295.

Patented Sept. 4, 1900.

J. L. POPE.

DEVICE FOR PREVENTING CREEPING OF RAILS.

(Application filed Apr. 19, 1900.)

(No Model.)

3 Sheets—Sheet 1.

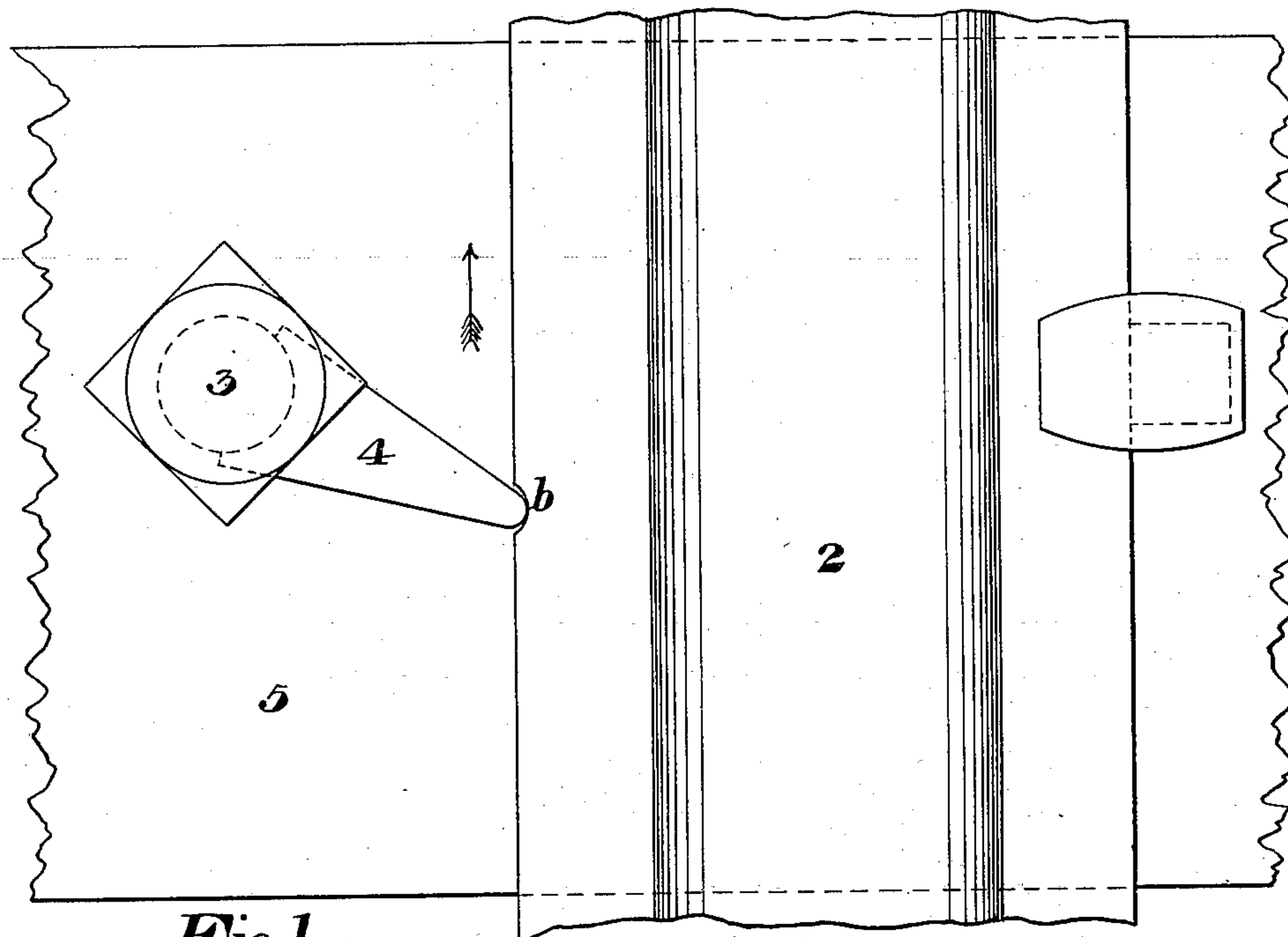


Fig. 1.

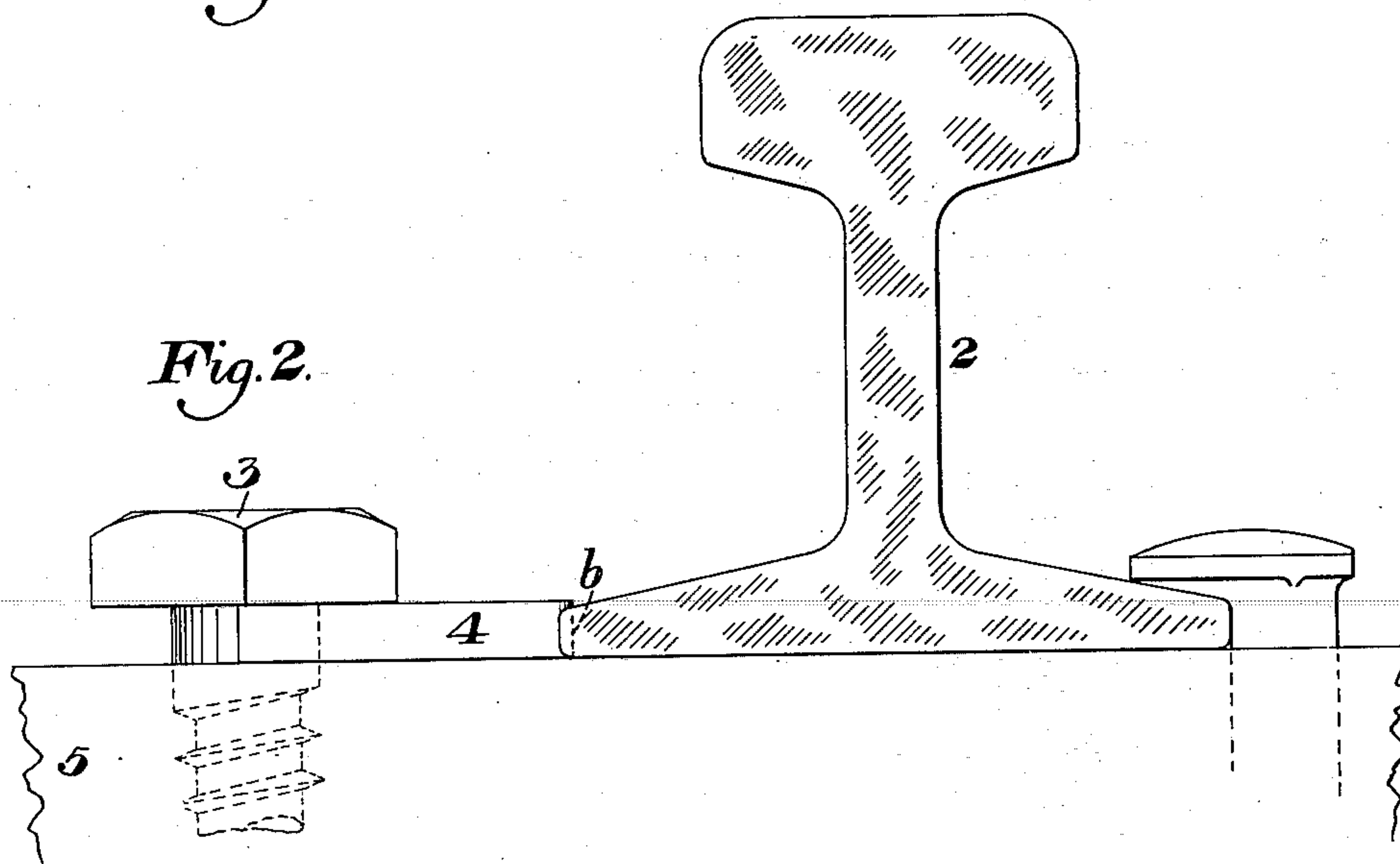


Fig. 2.

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Fig. 3.

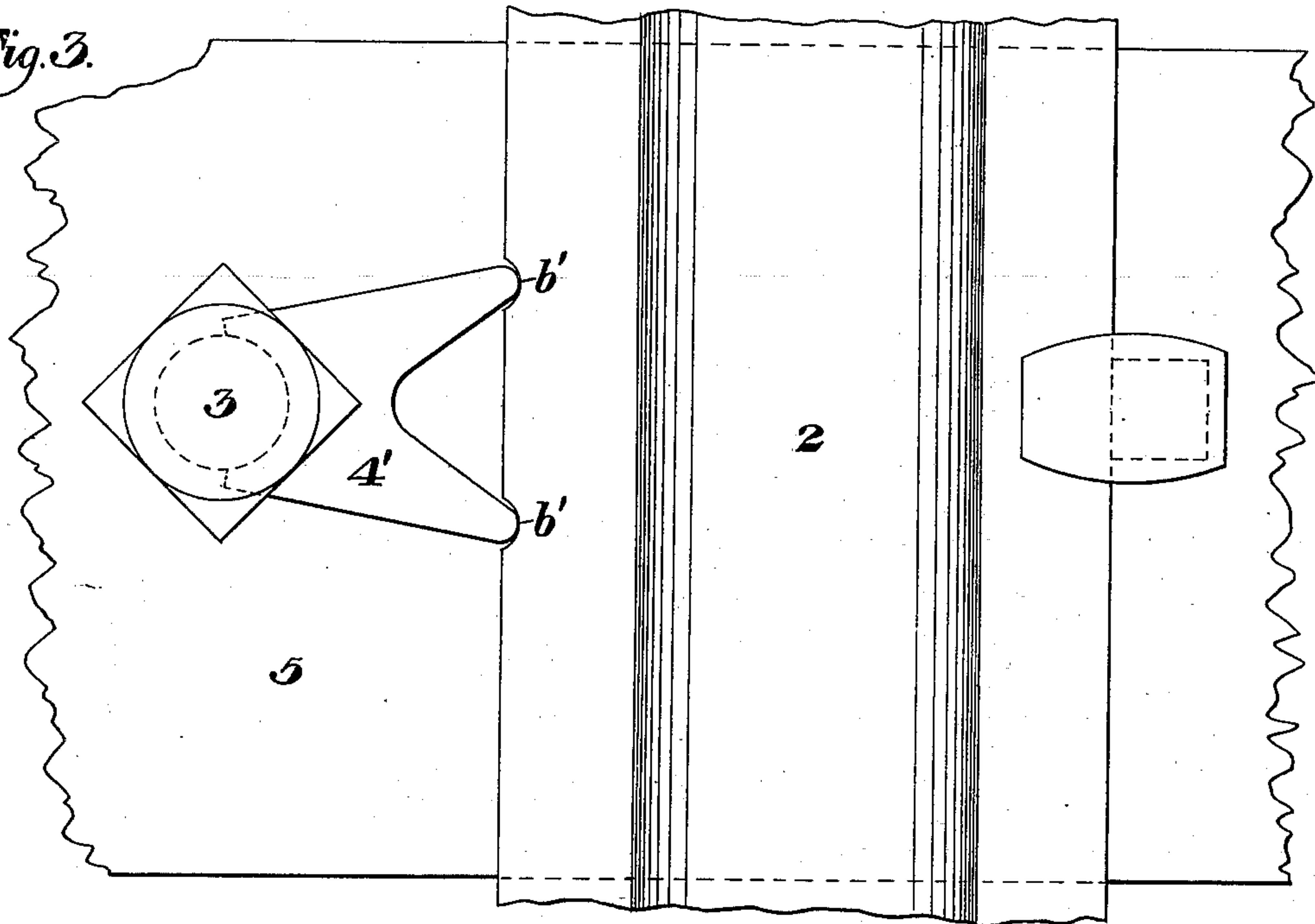
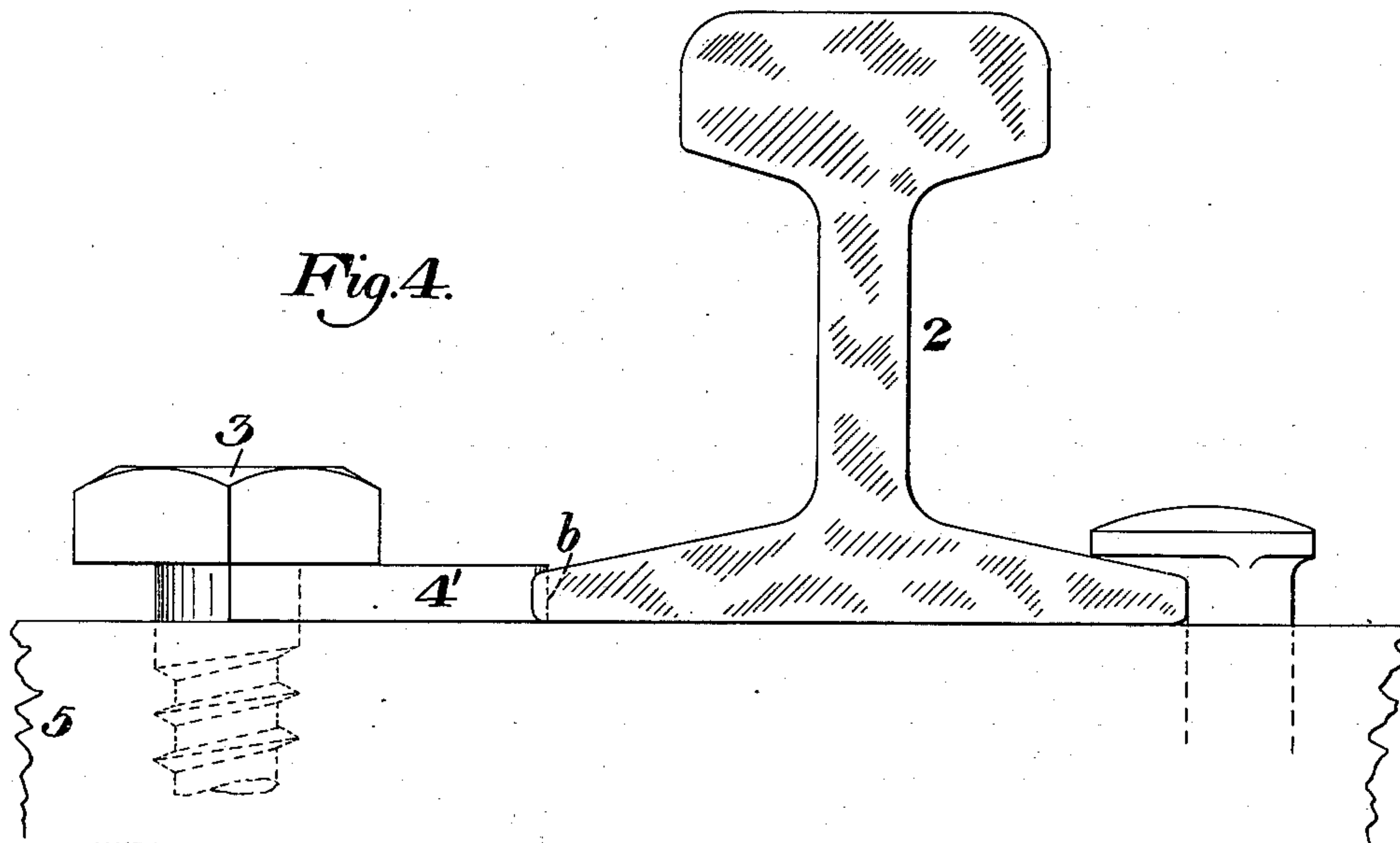


Fig. 4.



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Fig. 7.

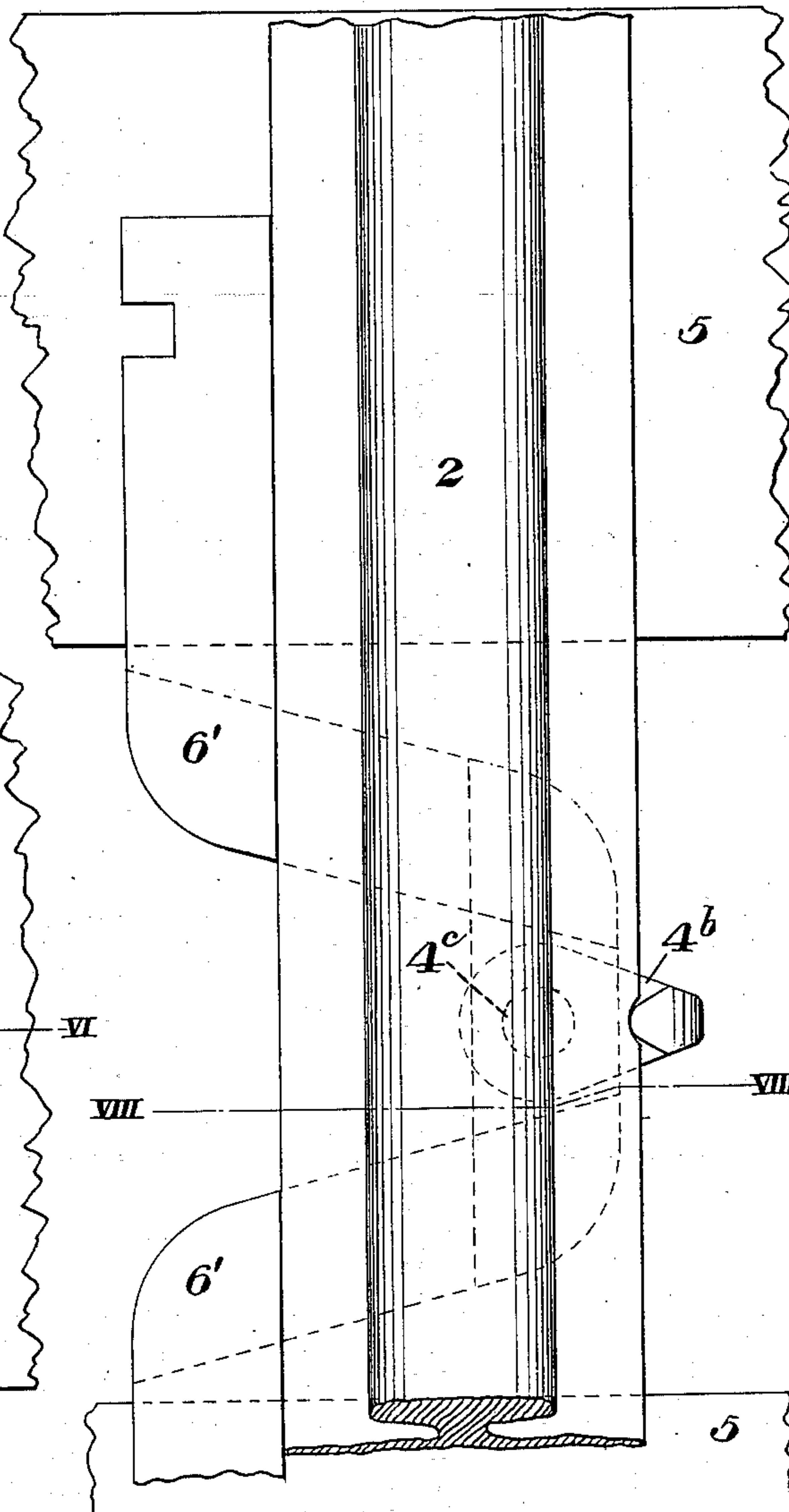


Fig. 5.

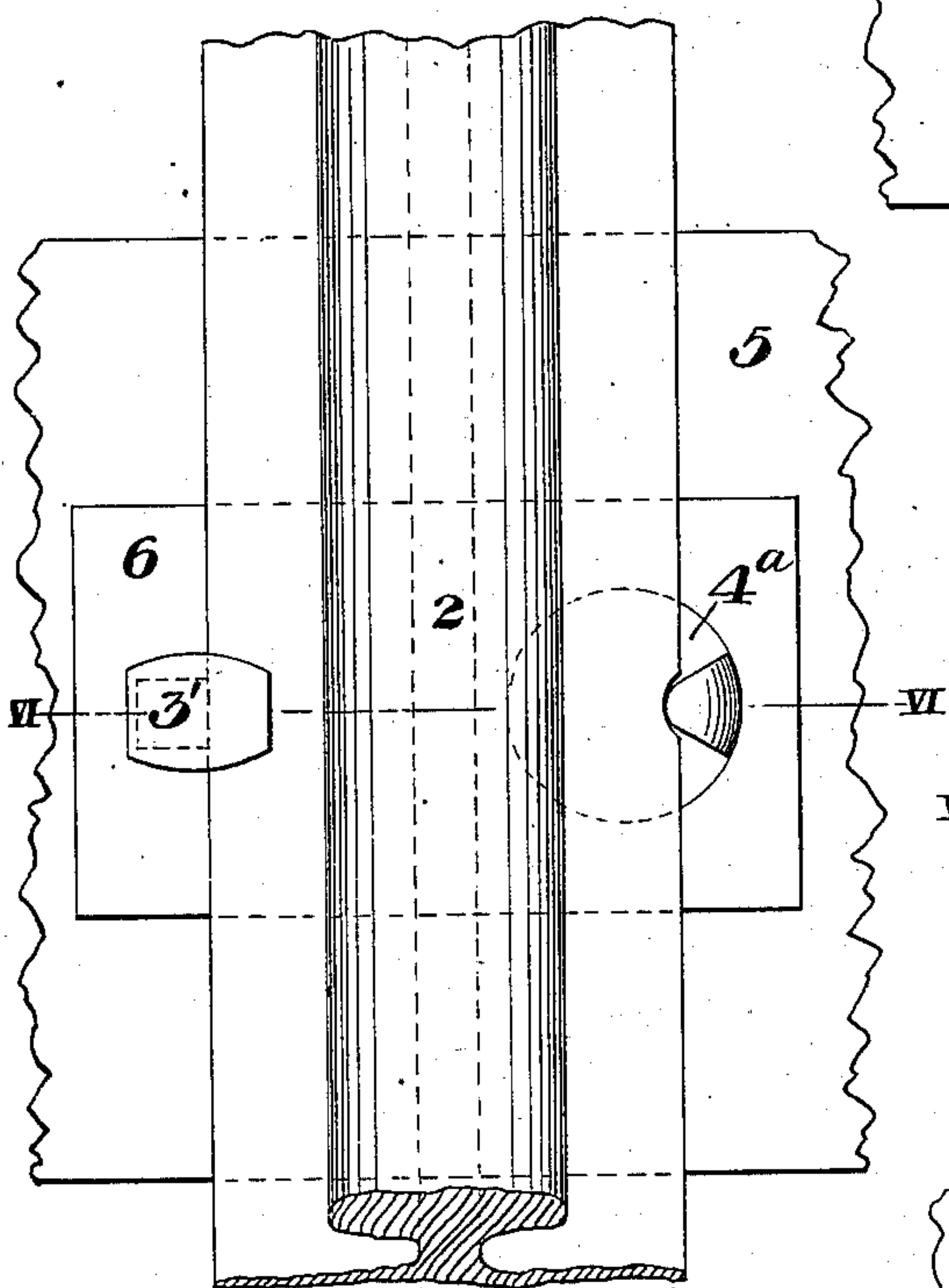


Fig. 6.

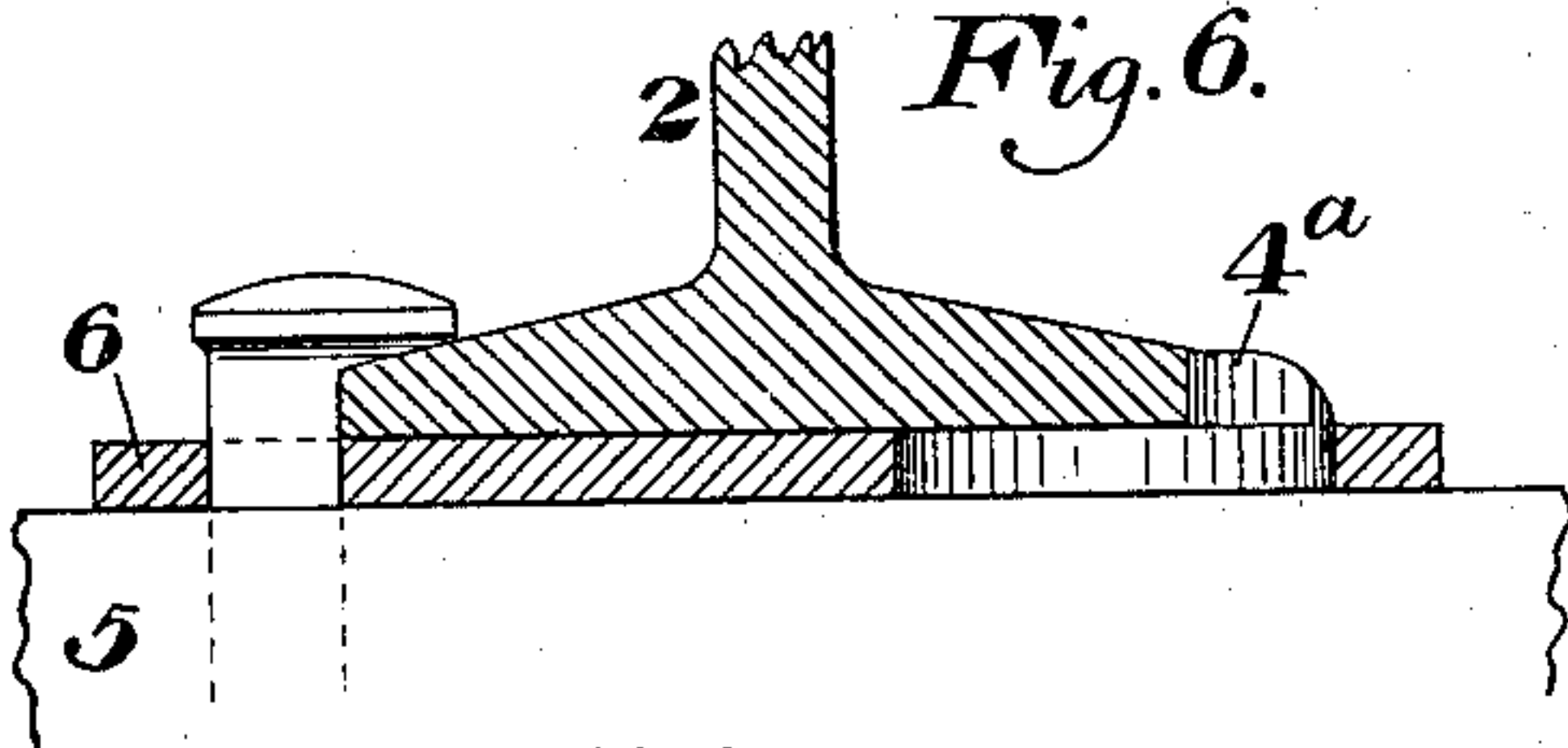
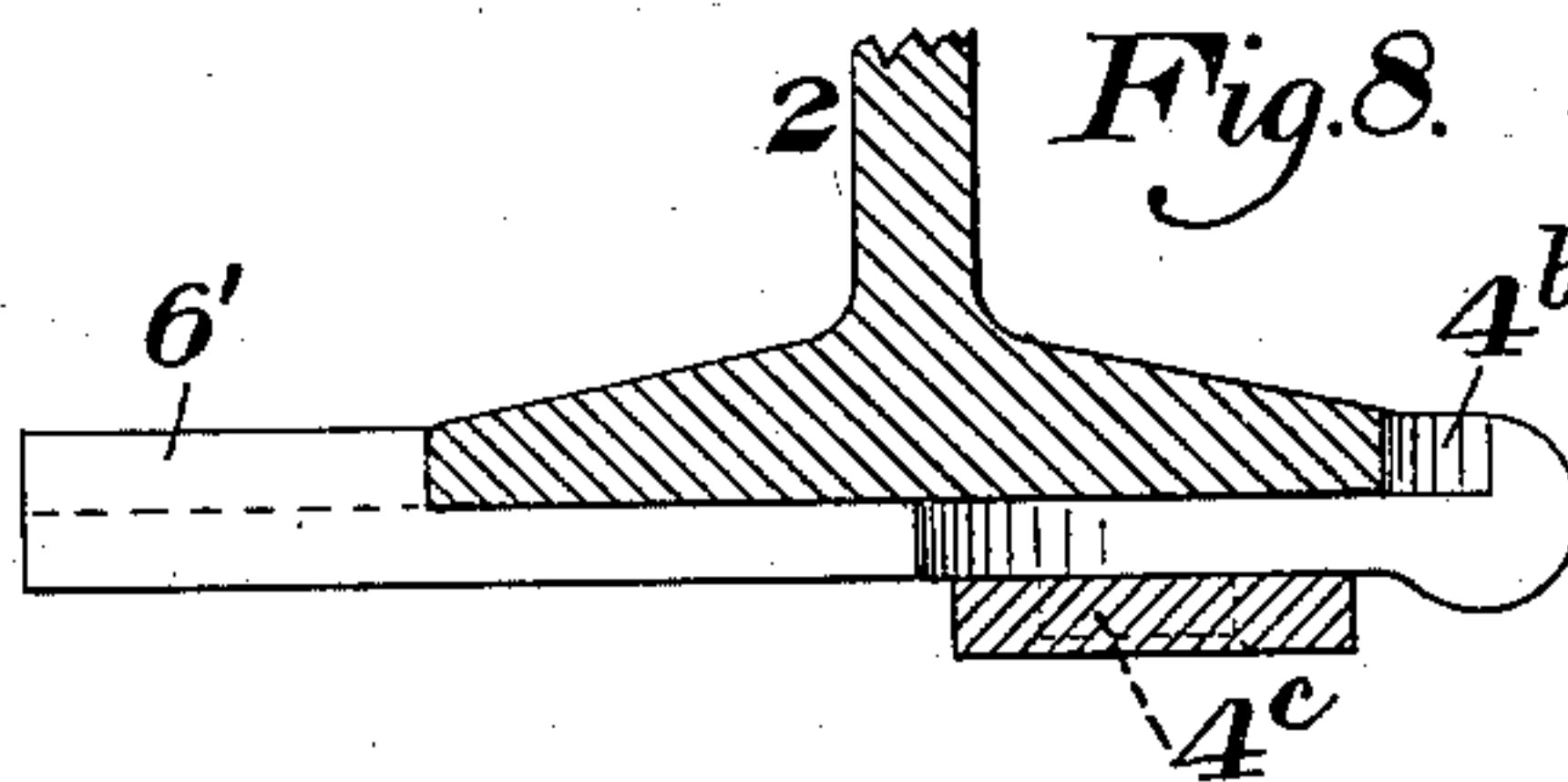


Fig. 8.



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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. 657,295, dated September 4, 1900.

Application filed April 19, 1900. Serial No. 13,447. (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 device constructed in accordance with my invention and adapted to prevent the creeping of railway-rails. Fig. 2 is an end elevation thereof. Fig. 3 is a plan view of a modification. Fig. 4 is an end elevation of the construction shown in Fig. 3. Figs. 5 and 7 are plan views of other modified constructions, and Figs. 6 and 8 are respectively cross-sections on the lines VI VI and VIII VIII of Figs. 5 and 7.

The serious difficulty which has been experienced heretofore in preventing railway-rails from moving or creeping lengthwise on the track is overcome effectually by my invention, which consists in a cam-acting dog interposed between an abutment or stop on the tie and the edge of the flange of the rail against which it has a bearing and set so that the line between the abutment and said bearing shall be inclined to the edge of the rail-flange, so that the rail cannot be moved lengthwise as long as such contact is maintained.

In Fig. 1 I show between the rail 2 and an abutment or stop 3 a rigid dog 4, which extends at an angle to the flange of the rail and bears pivotally at one end against the stop and at its other end fits in a notch or seat *b* at the extreme edge of the rail-flange. The abutment or stop is constituted by a bolt which is driven in the tie 5, and it is clear that when the dog is set in the position shown in the drawings the rail cannot be moved in the direction of the arrow. Creeping of the rail in that direction is therefore effectually prevented. The dogs 4 may be set at one or more ties along the length of the rail, and by using two of them and inclining them oppositely to each other the rail can be prevented from creeping in either direction.

In Figs. 3 and 4 I show my device so arranged that a single dog will prevent creep-

ing in either direction. For this purpose the dog 4' is pivotally connected to the stop or abutment 3 and has two points of contact in notches *b' b'* with the flange of the rail at opposite sides of a perpendicular line between the stop and the rail-flange. The lines connecting the points *b' b'* with the abutment or stop are inclined to the rail.

In Figs. 5 and 6 I show a modified construction of my device in which a plate 6 is set on the tie under the rail and is held by the spike 3'. The dog 4^a has a circular base, which is fitted pivotally in a socket in the plate 6, and the dog proper fits in a notch in the edge of the rail-flange.

In Figs. 7 and 8 I show a similar construction, in which the plate 6' is spiked to two of the ties, and the dog 4^b, which fits in a notch in the edge of the rail-flange, has a downwardly-projecting stud 4^c, which pivotally fits in a socket in said plate. The plate 6 also serves as a stop or abutment for the rail-flange.

The devices shown in Figs. 5 to 8 prevent creeping of the rail in either direction.

In all the forms of my invention the dog has a bearing against the rail and a pivotal bearing against the stop and has a cam-action which will cramp and hold the rail when the rail tends to move longitudinally.

The dogs can be made cheaply of flat pieces of metal of the shape shown, and the entire device is inexpensive and easily assembled.

Modifications in the form of the dog and abutment may be made by those skilled in the art without departure from my invention, since

What I claim is—

1. A device for preventing the creeping of railway-rails consisting of a rigid cam-acting pawl or dog which bears against one edge of the rail-flange, and an abutment on the other edge thereof against which the rail is forced by the pawl or dog; substantially as described.

2. A device for preventing the creeping of railway-rails, consisting of a rigid cam-acting pawl or dog, bearing at one portion against the rail-flange and at another portion pivoted to an abutment; substantially as described.

3. A device for preventing creeping of rail-

way-rails consisting in a rigid dog interposed
between the rail-flange and an abutment or
stop, and having the points of contact at the
rail and abutment or stop on a line inclined
5 to the rail; substantially as described.

4. A device for preventing creeping of rail-
way-rails, consisting in a rigid dog interposed
between the edge of the rail-flange and an
abutment or stop, and having two points of

contact at one of its ends; substantially as is
described.

In testimony whereof I have hereunto set
my hand.

JOHN L. POPE.

Witnesses:

H. E. GRESHAM,

A. J. JOHNSON.