

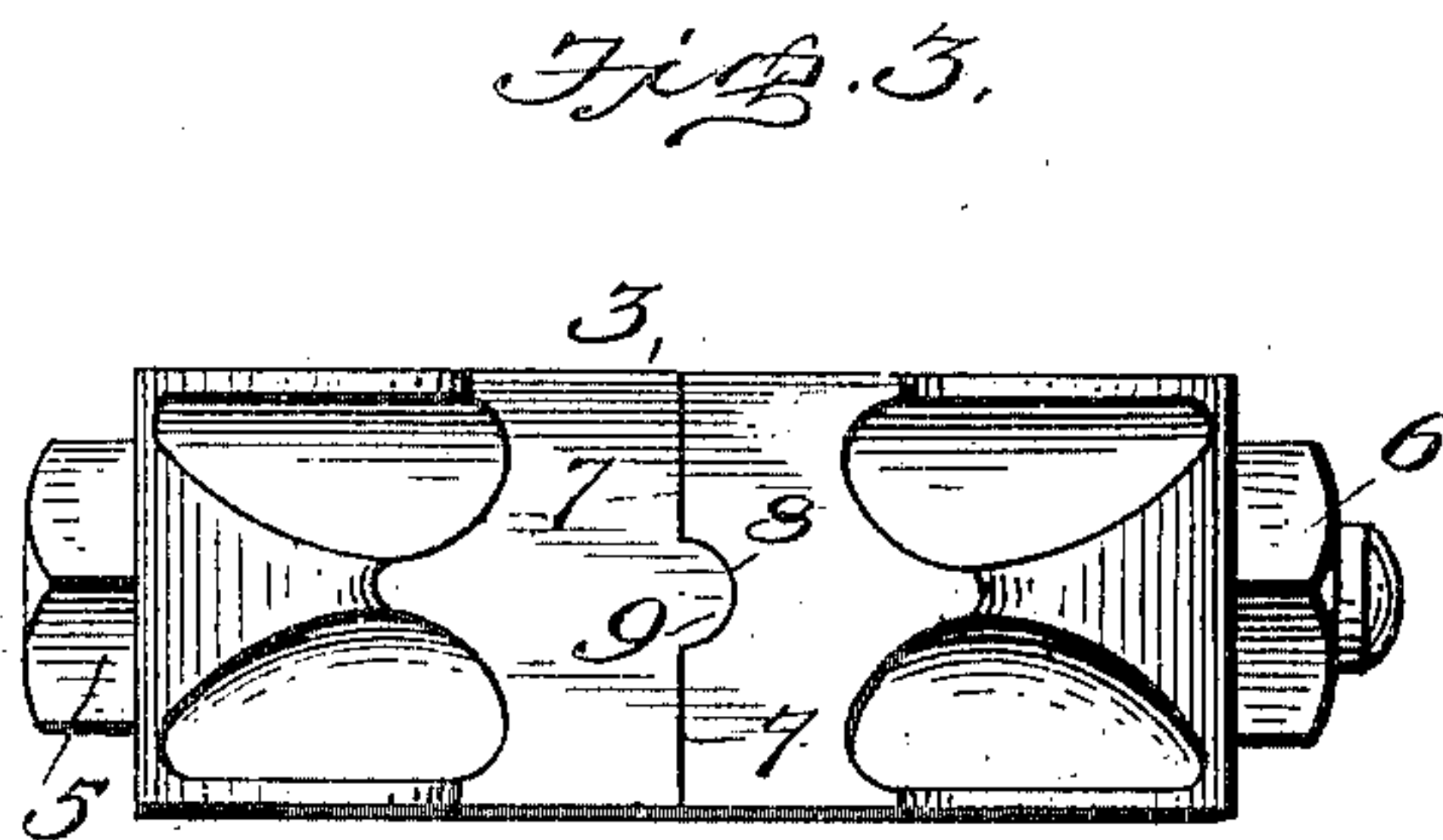
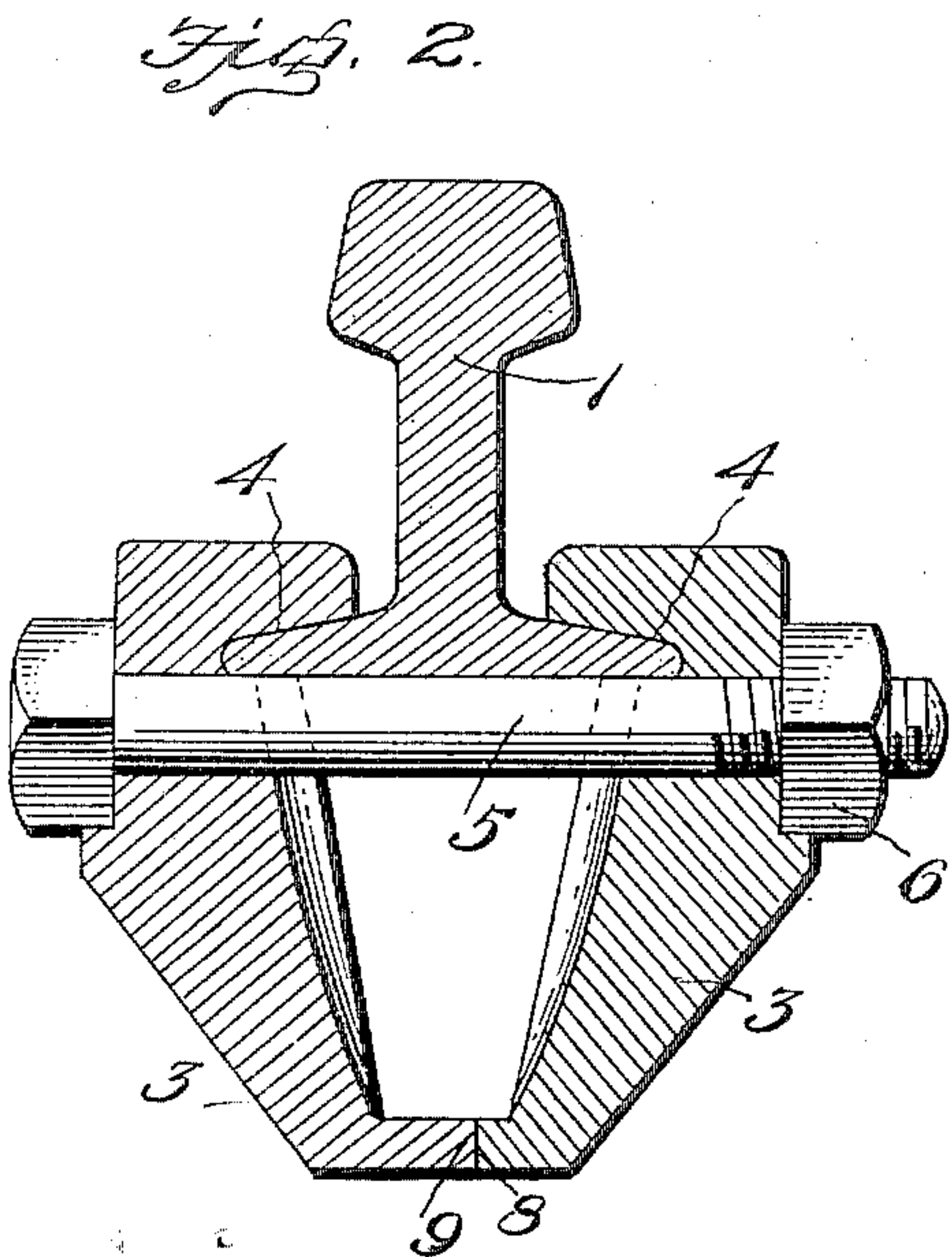
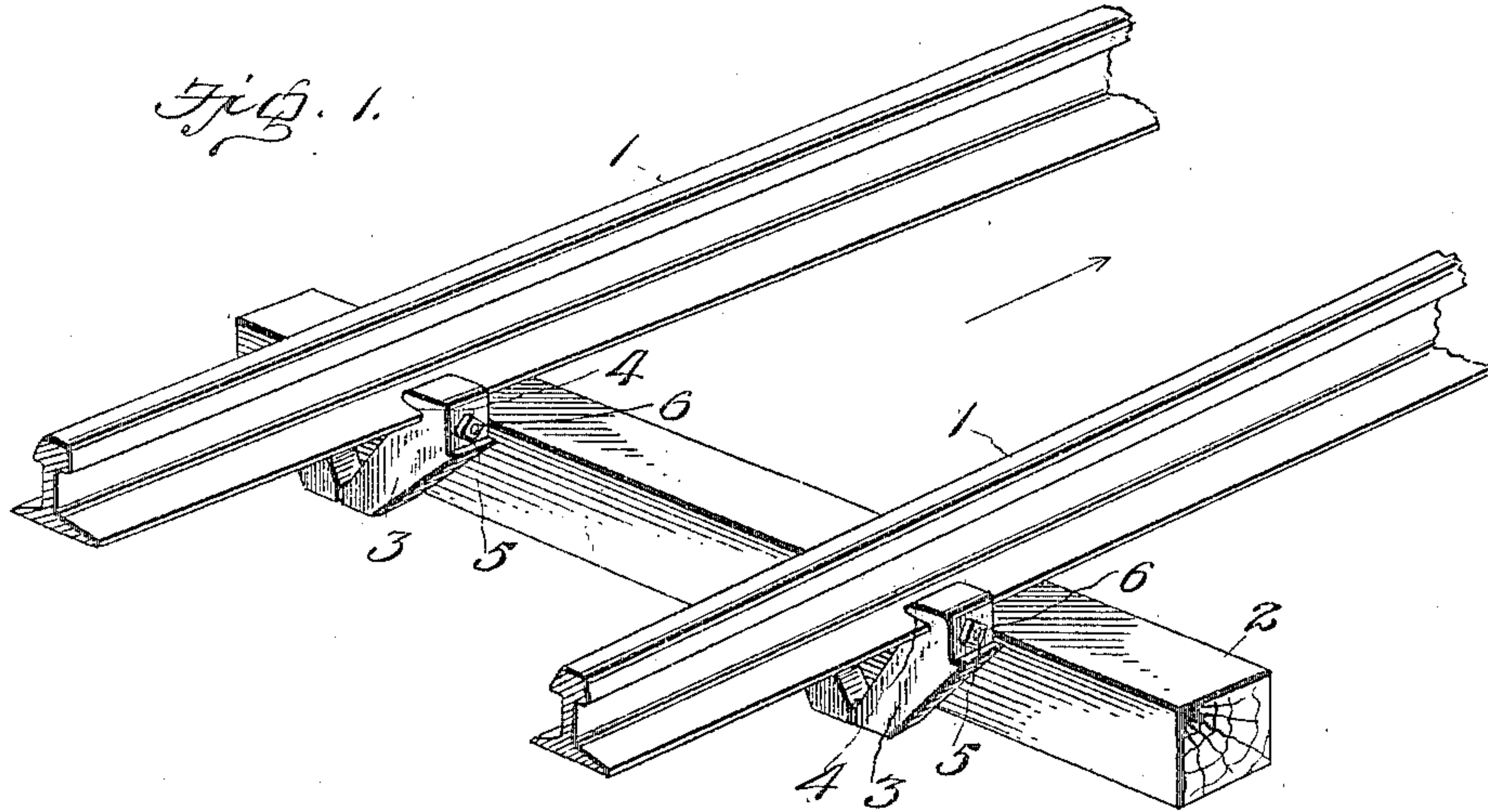
No. 660,028.

Patented Oct. 16, 1900.

C. RAHMGREN.
RAILROAD RAIL ANCHOR.

(Application filed July 26, 1900.)

(No Model.)



Witnesses
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UNITED STATES PATENT OFFICE.

CHARLES RAHMGREN, OF CHARITON, IOWA.

RAILROAD-RAIL ANCHOR.

SPECIFICATION forming part of Letters Patent No. 660,028, dated October 16, 1900.

Application filed July 26, 1900. Serial No. 24,901. (No model.)

To all whom it may concern:

Be it known that I, CHARLES RAHMGREN, a citizen of the United States, residing at Chariton, in the county of Lucas and State of Iowa, have invented certain new and useful Improvements in Railroad-Rail Anchors; 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.

The invention relates to railroad-rail anchors.

The object of the invention is to prevent the rails from creeping and to maintain a uniform alinement or gage of the rails. Heretofore difficulty has been experienced in preventing the rails from creeping downhill and on double tracks where all trains running in one direction use the same track, inasmuch as the jar of the train is in that direction in which it is moving, and this jar tends to slide the rail endwise with respect to the tie upon which it is seated, and as one rail will probably slide a greater distance than the other it will become unaligned with the other rail, thus destroying the uniformity of the gage of the track. My invention is designed to overcome these objections and, as above stated, to maintain the uniformity of the rails and prevent them from creeping with respect to the ties.

With this object in view the invention consists in certain features of construction and combination of parts which will be hereinafter set forth.

In the accompanying drawings, Figure 1 is a view of a line of track, illustrating the application of my invention, showing the anchor engaged with each rail and abutting against one end of the tie, it being understood that the trains passing over this track move in the direction indicated by the arrow. Fig. 2 is a vertical sectional view at right angles to the length of the rail through said rail and the clamping-jaws constituting the anchor, and Fig. 3 is a bottom view of the anchor.

Referring to the drawings, 1 denotes the rails, and 2 the ties, of a railroad-track. 3 denotes the anchor, which consists of two jaws, the inner sides of which are provided with transverse grooves 4, which fit around the base of the rail. A bolt 5 extends through

the jaws at a point below the base of the rail and is provided with a clamping-nut 6. The jaws have at their lower ends parallel faces 7, one of which is provided with a recess 8 and the other with a vertically-disposed stud 9 to fit into said recess.

In engaging the anchor with the rail the jaws are engaged with the base on the opposite sides of the flange of the rail, said base fitting in the grooves 4. The stud 9 is engaged with the recess 8 and holds said jaws in position and the bolt-apertures therein in alinement to permit of the insertion of the bolt through said apertures. After the bolt has passed through the apertures the nut is screwed home, and it will draw the parts closely together about the base of the rail.

From the foregoing description, taken in connection with the accompanying drawings, the construction, operation, and advantages of my invention will be readily understood without requiring an extended explanation. The device is exceedingly useful for the purpose for which it is designed and may be placed upon the market at a comparatively small cost.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having thus fully described my invention, what is claimed, and desired to be secured by Letters Patent, is—

A rail-anchor comprising two jaws formed with opposing grooves to receive the base of the rail and with bolt-apertures below said grooves, said jaws being provided at their lower ends, one with a vertically-disposed stud and the other with a corresponding recess to be engaged by said stud, and a bolt passed through said apertures and provided with a clamping-nut, substantially as set forth.

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

CHARLES RAHMGREN.

Witnesses:

F. FITCH,
W. F. RULLS.