

No. 835,910.

PATENTED NOV. 13, 1906.

G. H. MILLER.
TRACK ANCHOR.
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Fig. 1

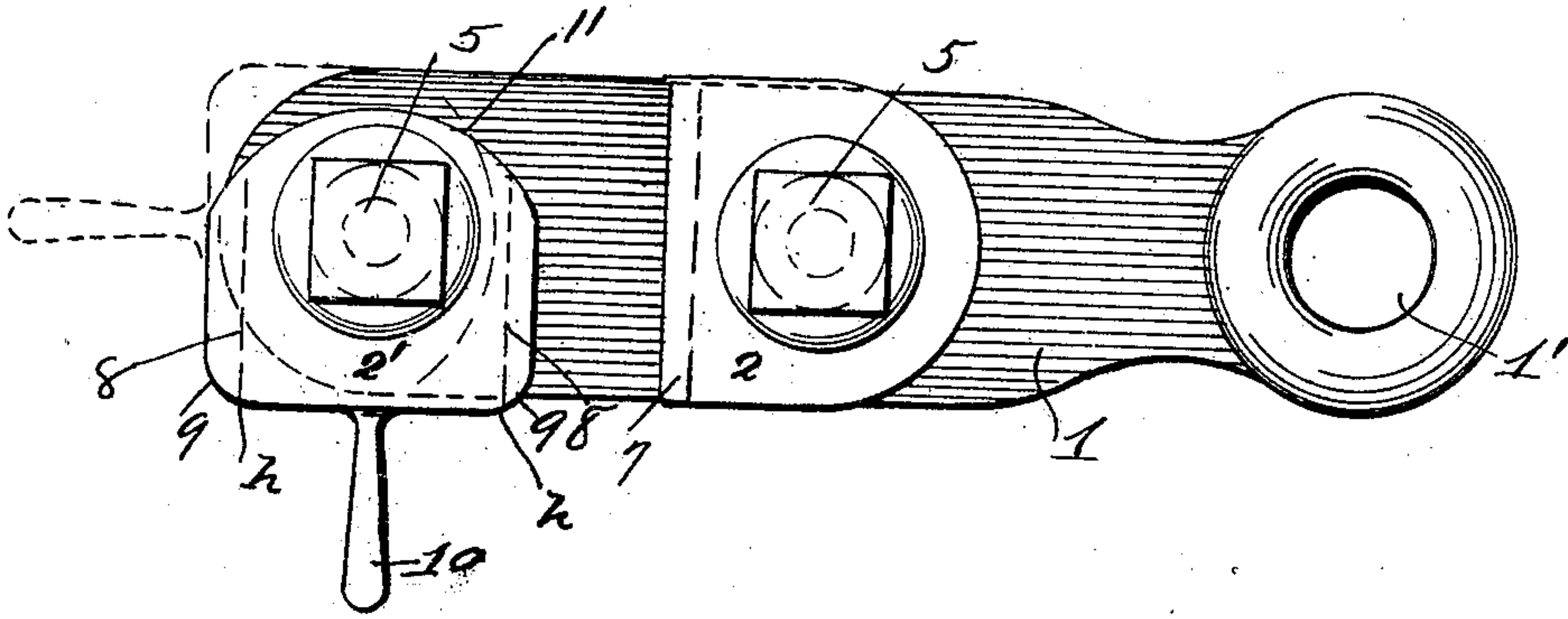


Fig. 2

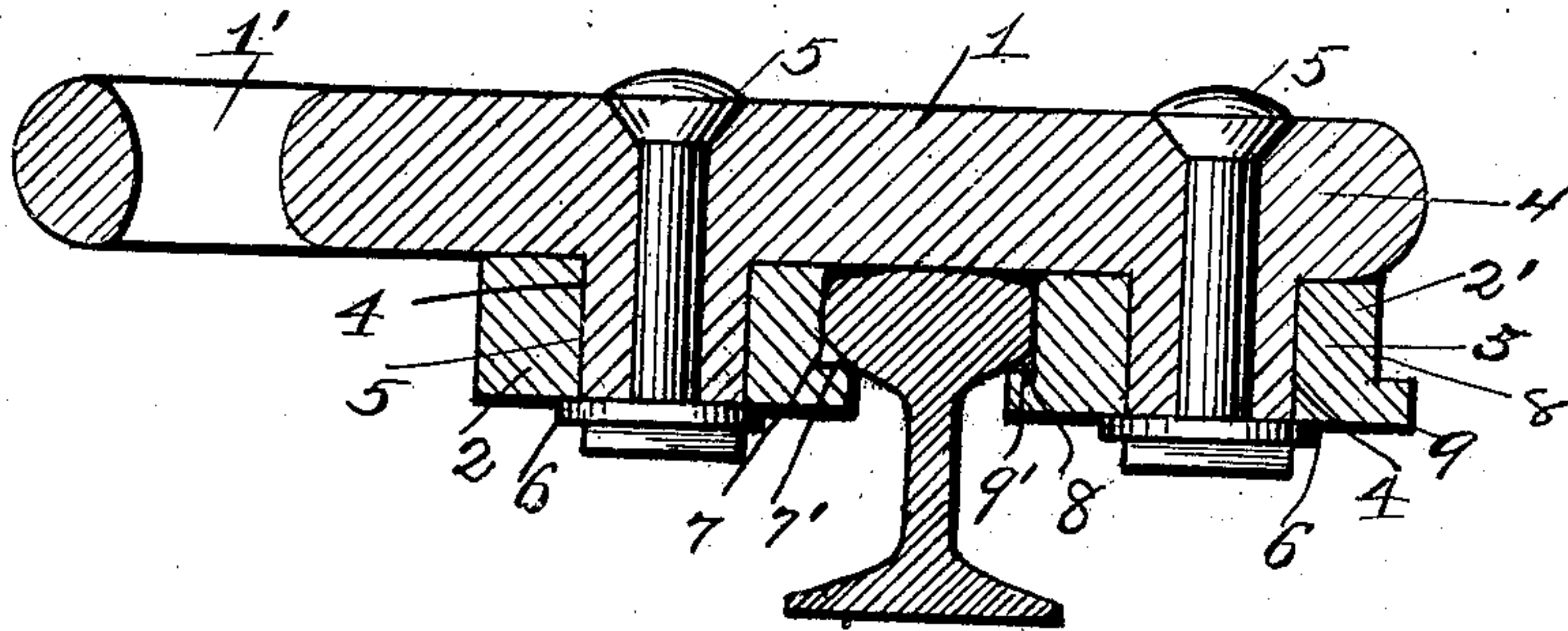
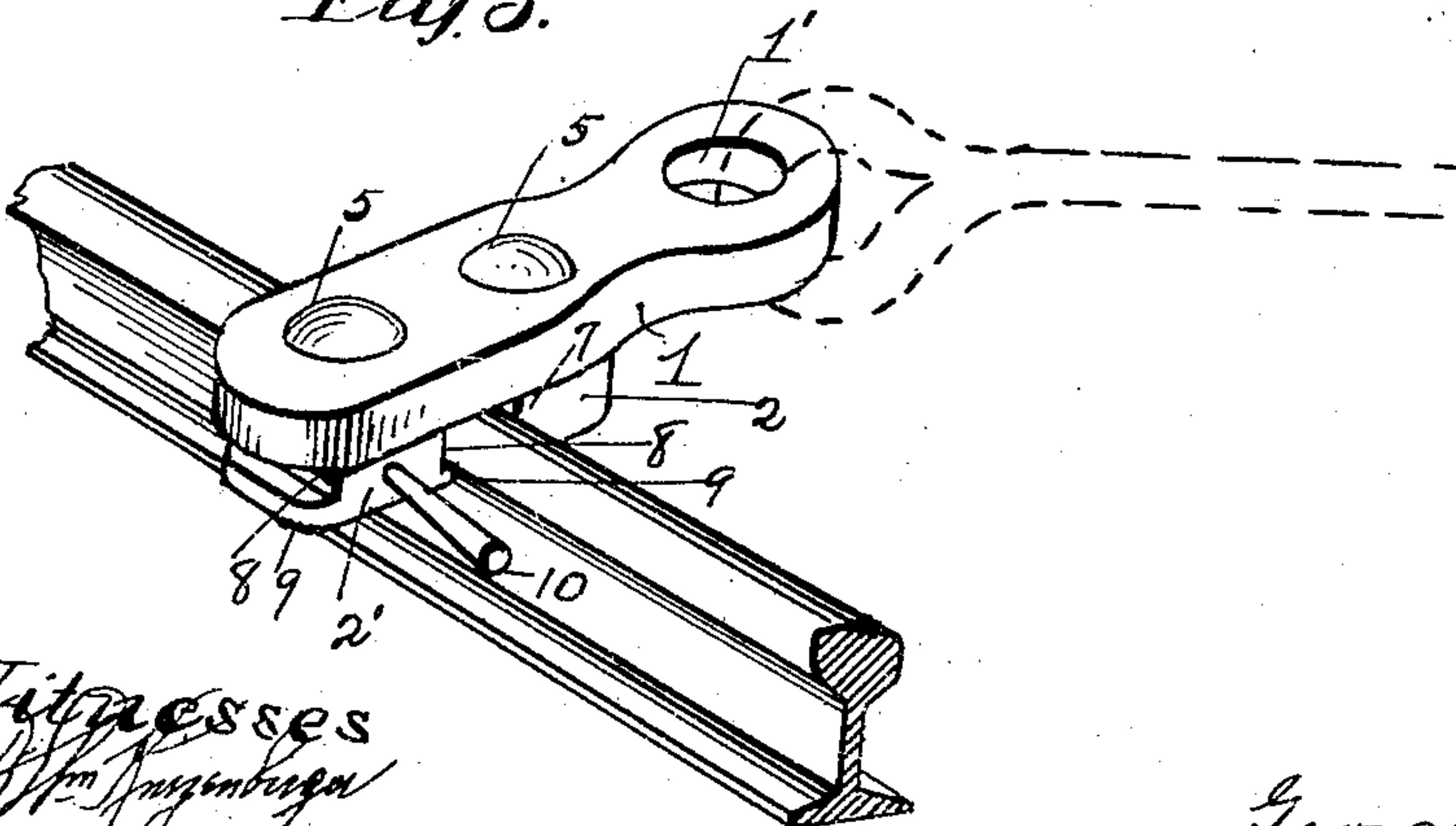


Fig. 3.



Witnesses
Wm. J. H. H. H.
Lucille O'Neill.

Inventor
George H. Miller
by *Wm. H. Monroe.*
Attorney.

UNITED STATES PATENT OFFICE.

GEORGE H. MILLER, OF NORWALK, OHIO.

TRACK-ANCHOR.

No. 835,910.

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To all whom it may concern:

Be it known that I, GEORGE H. MILLER, a citizen of the United States, and a resident of Norwalk, county of Huron, State of Ohio, have invented certain new and useful Improvements in Track-Anchors, of which I hereby declare the following to be a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same.

The objects of the invention are to provide a convenient attaching means or track-anchor for a power-windlass or wrecking device, whereby a direct pull can be obtained upon the track and heavy objects, such as locomotives or trucks or broken cars, can be conveniently handled when there are no objects, such as trees, in the near vicinity of the track to which a pulling-tackle can be secured.

The device is directly attachable to the T-rail of the track and can be secured to any rail at any distance desired from the object to be moved upon the same track or upon a parallel or adjacent track.

The invention consists of a metal draw bar or plate having an attaching means, such as an eye, at one end for a cable and self-adjusting pivoted jaws mounted upon the other end of the plate, so arranged as to grip the T-head of a rail in a positive manner with a grip that will increase as the tension upon the jaws increases.

The invention is further described hereinafter, is illustrated in the accompanying drawings, and is specifically pointed out in the claims.

In the drawings, Figure 1 is a plan view of the device. Fig. 2 is a longitudinal central section thereof, and Fig. 3 is a perspective view showing the manner of its use.

In these views, 1 is a metal plate or draw-bar, at one end of which is shown an eye 1', to which the pulling cable or tackle is attached. Mounted upon the bottom of the draw-bar are shown the jaws 2 and 2', pivoted upon the draw-bar and spaced apart to admit the head of the rail between them. These jaws are pivoted to the bar by means of the wrists 4 thereon, and bolts or rivets 5 secure them in place, and heavy washers 6 permit the jaws to move without turning the pivot-bolts. One of these jaws 2 is provided with a transverse gripping edge 7, extending in a straight line across the jaw, and is undercut at 7' to provide a lip which passes under the rail-head and prevents the jaw from com-

ing off when engaging the rail. The other jaw 2' has two straight gripping edges 8 8, also undercut and provided with projecting lips 9 9. Upon one end of this jaw is shown a handle 10, by means of which it is turned upon its pivot to present either edge to the rail, and the handle projects in the direction of the pull upon the draw-bar. The edge 11 of the jaw 2' opposite the handle is smooth and not undercut and is also curved and is extended a shorter distance from the pivotal point than the two engaging edges, so that when the short end of the jaw is turned toward the rail and the handle is placed as shown in Fig. 1 the engaging edge and lip are turned away from the rail, and as soon as released the draw-bar and jaws attached can be lifted off from the rail. The short edge is also turned toward the rail when the draw-bar is placed upon the rail. When the jaw 2' is partially turned, a larger rail can be gripped by the jaws. A one-quarter turn of the handle and jaw 2' are sufficient to lock and unlock the rail.

The advantages of this form of construction are found in the fact that the jaws will adjust themselves to different widths of rails and also will remain in a position nearly transverse to the line of the rail, thus obtaining the greatest amount of leverage, and cannot slip. The corners of one end of the jaw 2' being rounded or cut away permit of the adjustment for larger rails, and the harder the pull the greater the force with which the heel *h* of the jaw 2' will press against the rail and the tighter it will bind thereon, the effect being somewhat that of an eccentric. The face of the jaw 2 will remain tightly in contact with the other side of the rail. This manner of pivoting the jaws permits of an automatic movement of the parallel gripping edges to engage the opposite sides of the rail, and as strain is brought to bear upon the draw-bar the gripping edges slide upon the rail in opposite directions as the jaws rotate until the space between them is sufficiently lessened to make the engagement with the rail positive and strong.

Having described the invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In an automatic gripping device, in combination, a draw-bar having an attaching means at one end thereof, and a pair of transversely-placed jaws upon the under side of said draw-bar, said jaws having parallel

gripping edges, and pivotal points of support for said jaws upon said draw-bar, whereby said jaws are organized to rotate upon said draw-bar, and their edges remain parallel as tension is brought to bear upon the jaws, substantially as described.

2. In a track-anchor, means for gripping the T-rail upon its sides, consisting of, in combination, oppositely-facing jaws having parallel engaging edges, adapted to engage the opposite sides of the rail, a draw-bar having an attaching means, and pivot pins or bolts passing through said draw-bar and jaws, substantially as described.

3. A device for the purpose described consisting of a draw-bar having an eye in one end, in combination with, jaws having parallel gripping edges, one facing the other, said jaws being pivoted upon the other end of said draw-bar and arranged to maintain a parallel position of their edges as tension is brought to bear upon them, one of said jaws having a short end, substantially as described.

4. The combination with a draw-bar, of transversely-placed gripping-jaws pivoted thereon, said jaws having parallel and oppositely-facing edges, substantially as and for the purpose set forth.

5. The combination in a track-anchor of a draw-bar having an attaching means such as an eye at one end, a pair of jaws pivoted in the longitudinal center line of said bar, and having parallel engaging surfaces facing each other, the said parallel surfaces being arranged to move nearer together as the jaws turn in opposite directions, and an overhanging lip for the engaging face of each jaw.

6. The combination with a draw-bar having an attaching means at one end of rail-engaging jaws pivoted in a longitudinal line of the said bar thereon, one of said jaws provided with a transverse engaging surface having an overhanging lip on its lower edge, and the other jaw having two transverse engaging edges, each edge provided with a corresponding overhanging lip, said second-named jaw provided also with a shortened and curved end and a rotating means, substantially as described.

7. The combination with a draw-bar, hav-

ing an attaching means at one end, of jaws pivoted to the other end and spaced apart one of said jaws having a transverse edge and overhanging lip therefor, and the other jaw having two transverse engaging edges each edge having an overhanging lip, a rotating means for said other jaw, and a curved and shortened end therefor, substantially as and for the purpose set forth.

8. The combination with a draw-bar having an attaching means at one end, of two oppositely-placed jaws pivotally attached to the other end and having oppositely-facing engaging surfaces one of said jaws having also an eccentrically-curved face, and a rotating means attached thereto, substantially as described.

9. The combination with a draw-bar having an attaching means at one end, of two oppositely-placed jaws pivotally attached to the other end and having oppositely-facing engaging surfaces, one of said jaws having also an eccentrically-curved face, and a rotating means attached thereto, the said engaging edges for said jaws having each an undercut lip, substantially as described.

10. The combination in a rail-gripping device, of a draw-bar, having an attaching means at one end thereof, and a pair of gripping-jaws, having parallel transverse gripping-faces pivoted upon said draw-bar, the said jaws being organized to rotate upon said bar in opposite directions when strain is brought to bear upon the bar, and thus decrease the distance between the said gripping edges, substantially as described.

11. The combination in a rail-gripping device, of a draw-bar having an attaching means at one end, and a pair of oppositely-facing jaws, pivoted upon the other end in a longitudinal line thereof, said jaws having transverse gripping edges and an overhanging lip for each edge, the said jaws being organized to rotate in opposite directions when their edges engage with the rail, substantially as described.

GEORGE H. MILLER.

Witnesses:

WM. M. MONROE,

WM. KURZENBERGER.