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PATENTED FEB. 5, 1907.

T. L. PAINE.  
ANTICREEPING ATTACHMENT FOR RAILS.

APPLICATION FILED APR. 30, 1906.

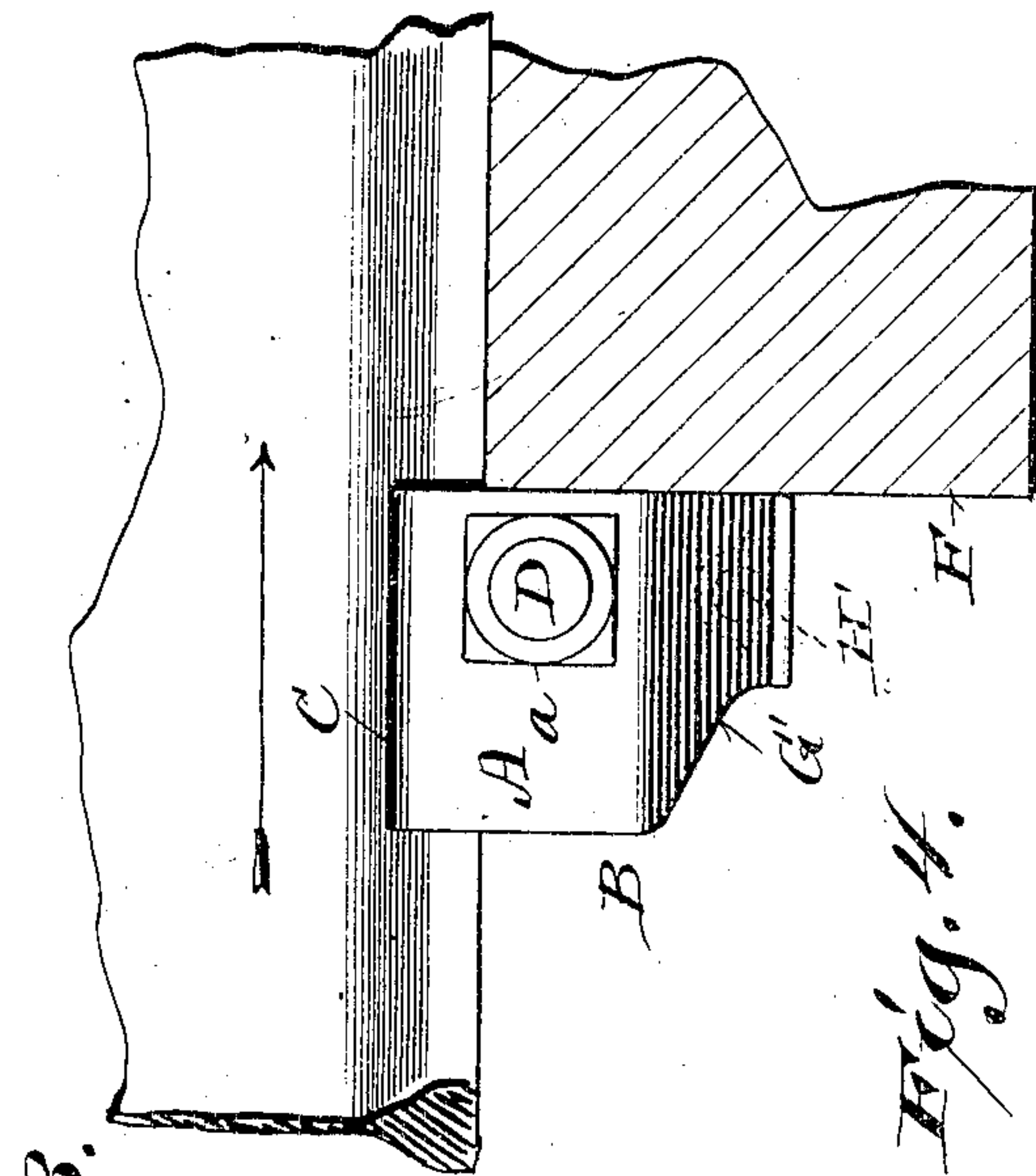


Fig. 3.

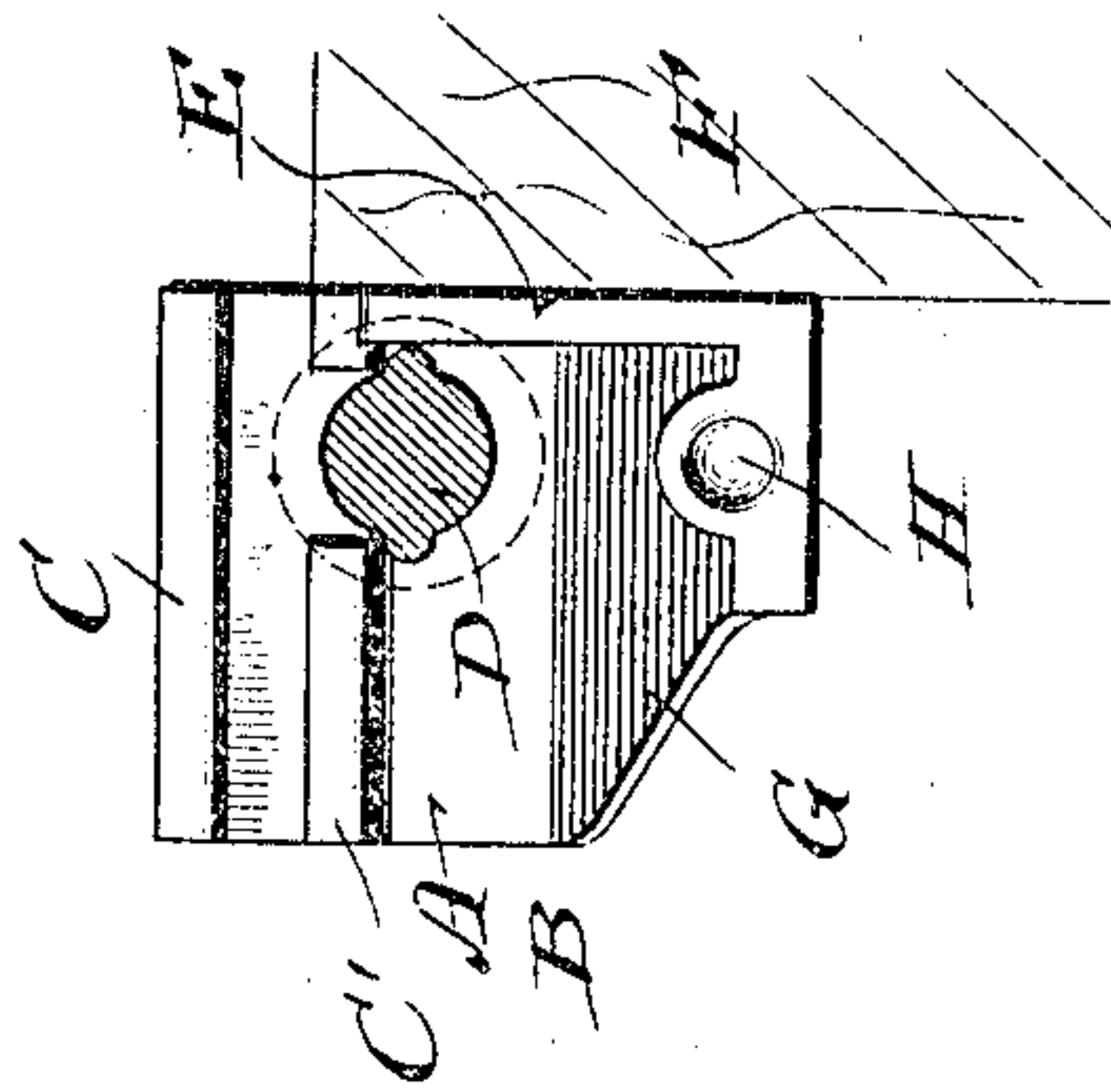


Fig. 4.

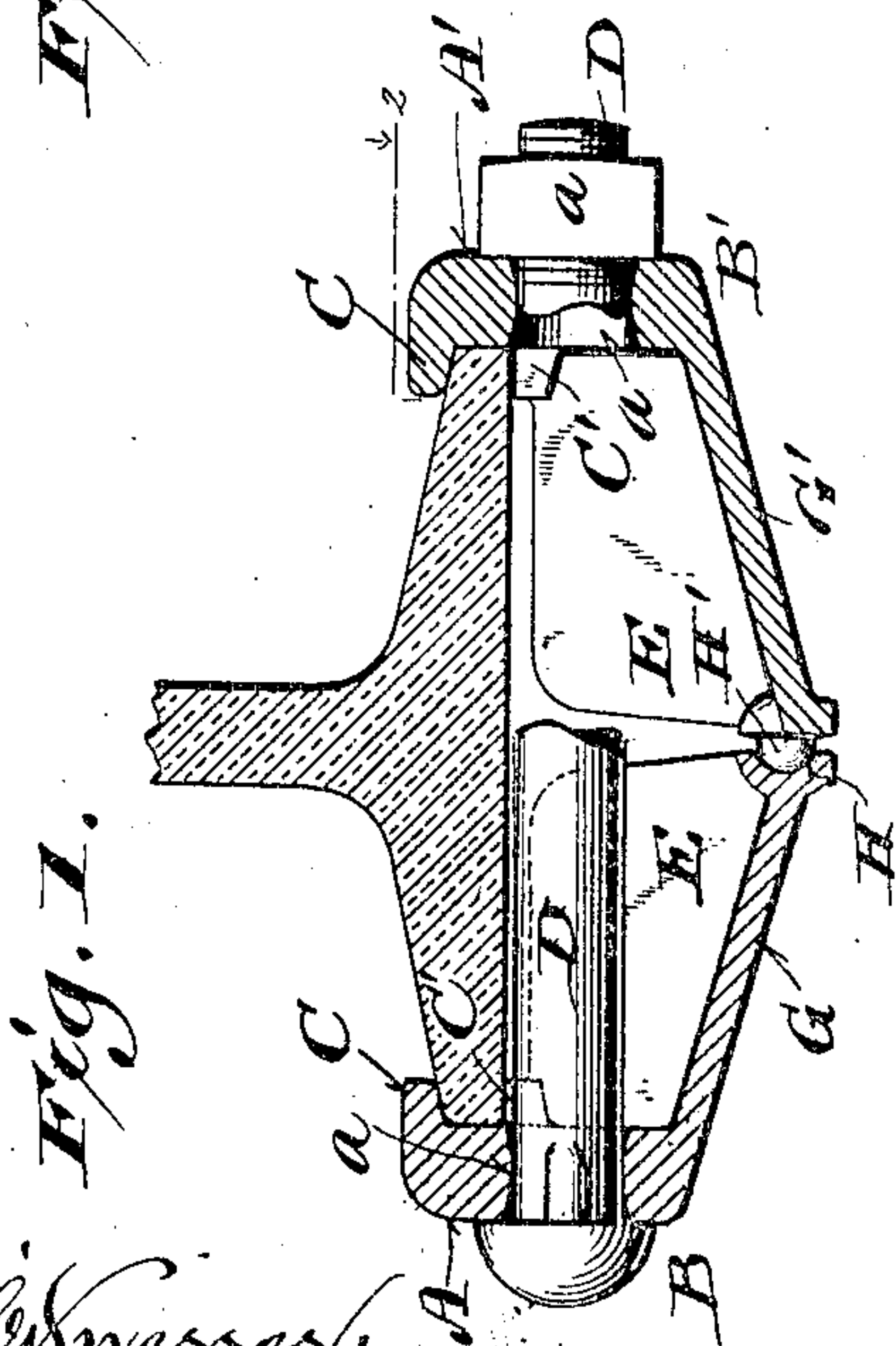
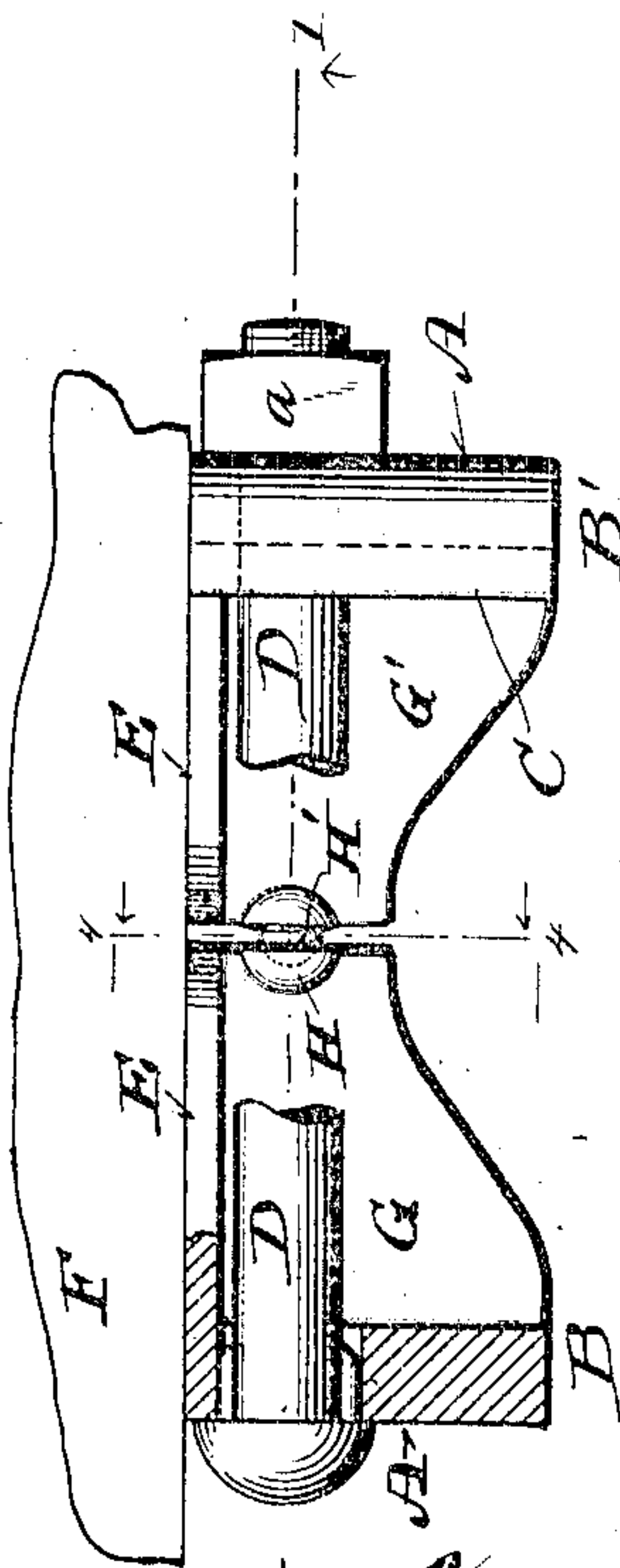


Fig. 1.

Fig. 2.



Witnesses:  
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# UNITED STATES PATENT OFFICE.

TRACY L. PAINE, OF MILWAUKEE, WISCONSIN.

## ANTICREEPING ATTACHMENT FOR RAILS.

No. 843,239

Specification of Letters Patent.

Patented Feb. 5, 1907.

Application filed April 30, 1906. Serial No. 314,326.

*To all whom it may concern:*

Be it known that I, TRACY L. PAINE, a citizen of the United States, and a resident of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented certain new and useful Improvements in Anticreeping Attachments for Rails; and I do hereby declare that the following is a full, clear, and exact description thereof.

The object of my invention is to provide a simple and effective device to prevent creeping of rails, the construction of its members being such that when clamped to a rail they engage each other to form a knuckle-joint, thereby coacting to relieve the strain upon the clamping-bolt and increase their gripping efficiency, said invention consisting in certain peculiarities of construction and combination of parts, as hereinafter fully set forth with reference to the accompanying drawings and subsequently claimed.

In the drawings, Figure 1 represents a sectional view of an anticreeping rail-clamp embodying the features of my invention, the clamp being shown adjusted to a rail-flange with parts broken away and in section, as indicated by line 1 1 of Fig. 2; Fig. 2, a plan sectional view of same as indicated by line 2 2 of the preceding figure with a portion of the tie-bolt broken away to better illustrate the invention; Fig. 3, a side elevation of the clamp, showing its position with relation to the tie and rail, the direction of the creep of the rail being indicated by an arrow; and Fig. 4, a cross-section thereof upon line 4 4 of Fig. 2.

Referring by letter to the drawings, A A' indicate heads of jaws B B', the rail-gripping faces of which jaws are formed by upper and lower lips C C', the lower lips C' being interrupted by bolt-openings a, into which is fitted the usual tie-bolt D, held in place by a nut b, threaded therein. The jaws have vertical flanges E, arranged to abut the face of an adjacent rail-tie F, which flanges form continuations of horizontally-inclined feet G G', extending from heads A A' of each jaw. The foot G of jaw A is provided with a socket H, directly under and aligned with the tie-bolt, while foot G' of the opposite jaw has a correspondingly-located preferably semi-spherical horizontal lug H', which is fitted into the socket H aforesaid, whereby the jaws are supported one by the other, and

thus held against tendency to spread apart at the bottom when hung upon a rail preparatory to the placing of the tie-bolt D in working position and the running of the nut b thereon, there being metal above and below said lug when the same is engaged with said socket, as is clearly shown in Fig. 1, to provide for the supporting of said jaws one by the other, and thus prevent separation of the same in a vertical direction, as well as laterally, when the tie-bolt is tightened.

By the foregoing description it is obvious that when the jaw members are drawn together by the tie-bolt they will fulcrum upon each other at their respective ball-and-socket connections and exert a direct grip upon the rail on the mechanical principle of a lever of the second class, the tie-bolt or power being between the fulcrum and load, thereby dividing the strain in such a manner as to eliminate all tendency of said bolt to buckle, a result which is unavoidable in devices of this character, wherein the jaw members are disconnected and depend upon the unsupported draw of the tie-bolt for their grip upon the rail-flanges.

While I have shown and described one form of jaw, it is apparent that this form may be varied indefinitely to suit the different requirements without departing from the spirit of my invention.

I claim—

1. An anticreeping attachment for rails comprising a pair of clamping-jaws having rail-gripping faces and depending opposing feet having horizontal supporting engagement one with the other to prevent their separation in a vertical direction, a tie-bolt engageable with the jaws, and a nut engageable with the bolt.

2. An anticreeping attachment for rails comprising a pair of clamping-jaws having rail-gripping faces and depending feet, a horizontal lug on the foot of one jaw engaging a socket in the foot of the other jaw whereby both jaws are supported one by the other to prevent their separation in a vertical direction, a tie-bolt engageable with the jaws, and a nut engageable with the bolt.

3. An anticreeping attachment for rails comprising a pair of clamping-jaws having rail-gripping faces and depending feet, a lug on the foot of one jaw extending into a socket in the other jaw, whereby it is opposed above

and below by the material of the latter jaw,  
to thus provide for the mutual support of  
both jaws and immovability of the same in a  
vertical direction, a tie-bolt engageable with  
5 said jaws, and a nut run on the bolt.

In testimony that I claim the foregoing I  
have hereunto set my hand, at Milwaukee, in

the county of Milwaukee and State of Wis-  
consin, in the presence of two witnesses.

TRACY L. PAINE.

Witnesses:

GEO. W. YOUNG,  
N. E. OLIPHANT.