

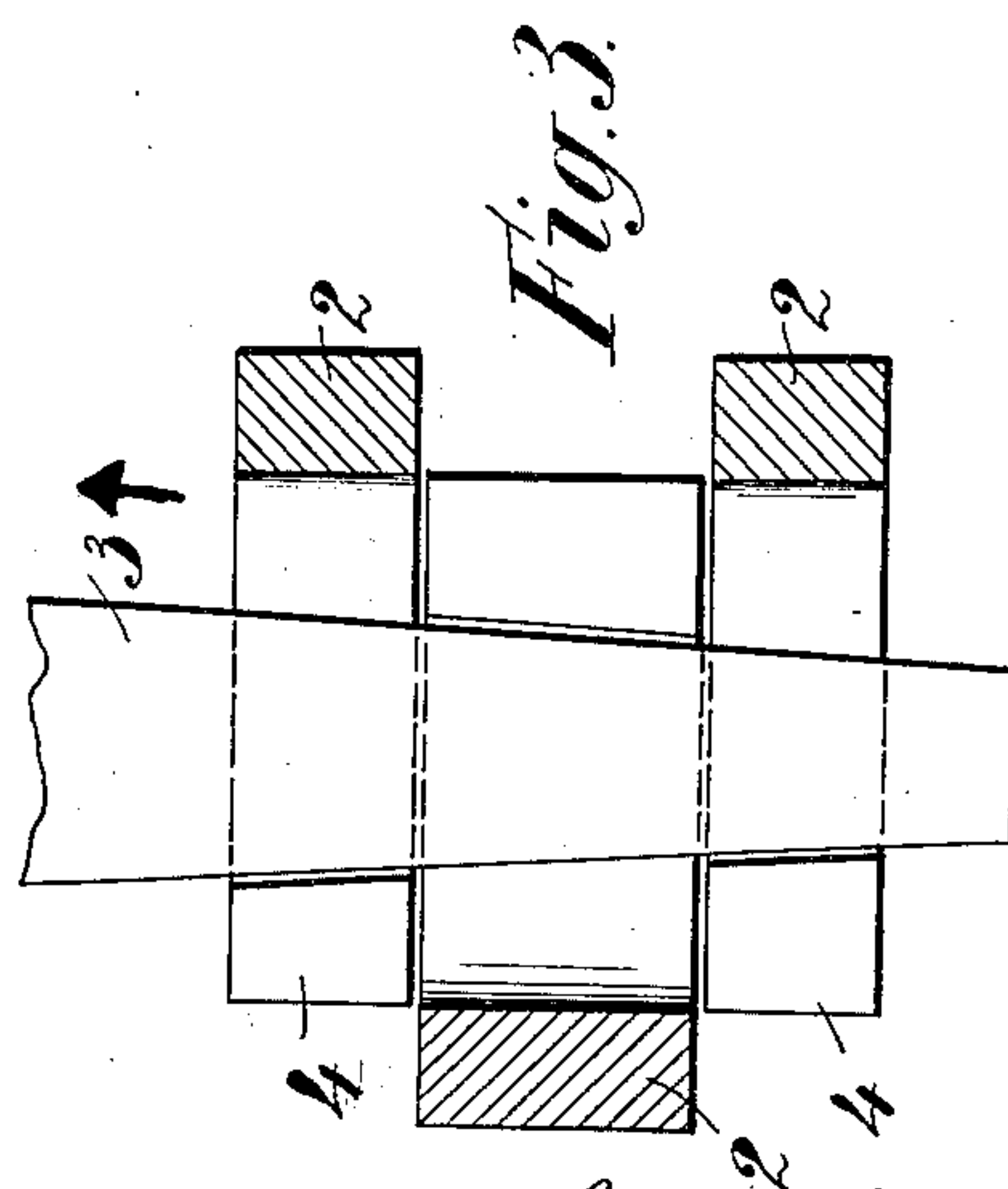
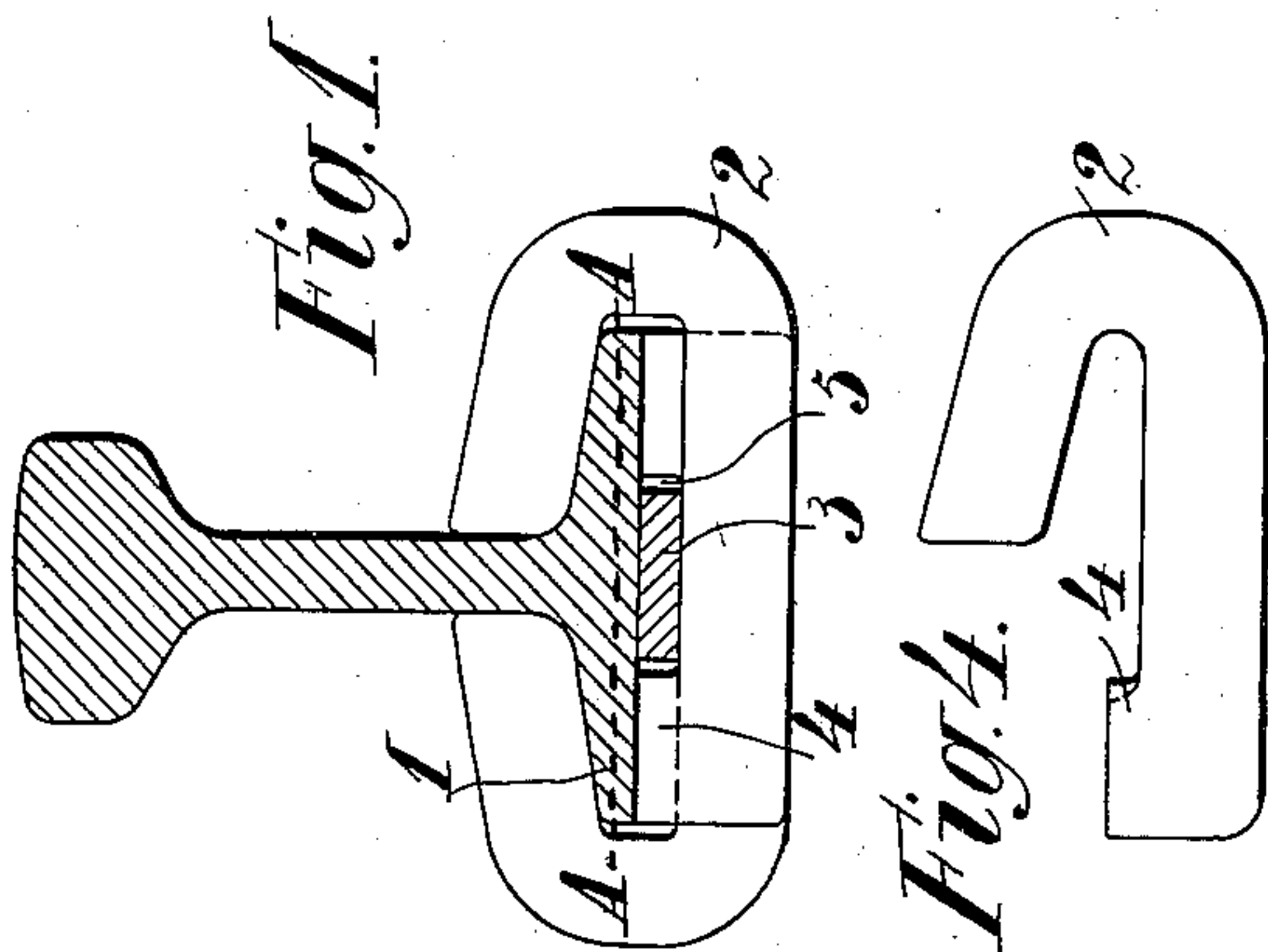
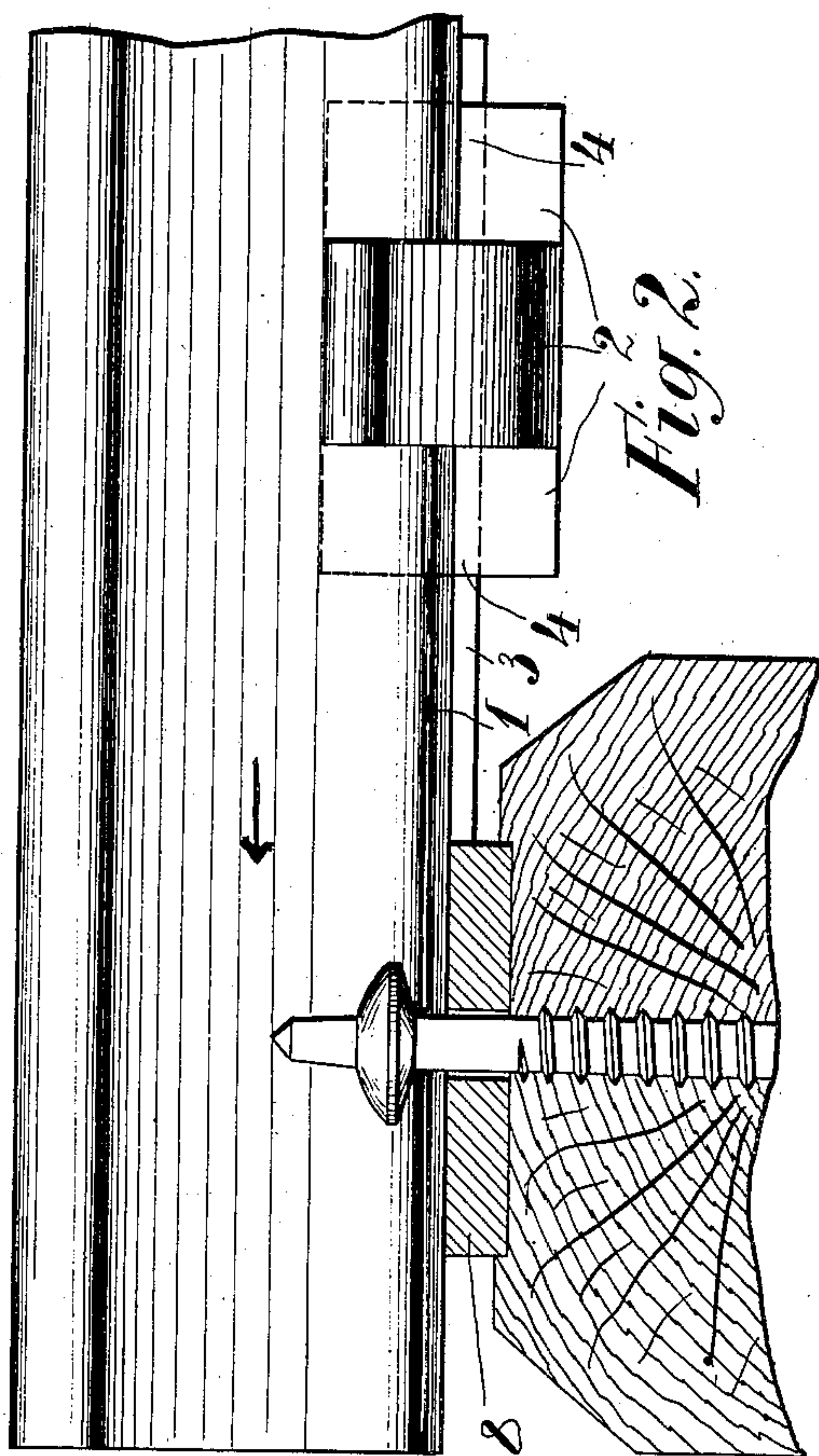
No. 883,836.

PATENTED APR. 7, 1908.

J. SCHULLER.

DEVICE FOR PREVENTING THE CREEPING OF RAILWAY RAILS.

APPLICATION FILED JUNE 10, 1907.



Witnesses:
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UNITED STATES PATENT OFFICE.

JOSEF SCHULLER, OF GRATZ, AUSTRIA-HUNGARY.

DEVICE FOR PREVENTING THE CREEPING OF RAILWAY-RAILS.

No. 883,836.

Specification of Letters Patent.

Patented April 7, 1908.

Application filed June 10, 1907. Serial No. 378,275.

To all whom it may concern:

Be it known that I, JOSEF SCHULLER, a subject of the Emperor of Austria-Hungary, and a resident of Gratz, Styria, in the Empire of Austria-Hungary, Keplerstrasse 72, have invented a Device for Preventing the Creeping of Railway-Rails; and I do hereby 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.

Devices as hitherto constructed for preventing the creeping of railway rails generally consist of a plate clamped or otherwise secured to the base of the rail and abutting against some fixed support such as a sleeper or chair. The chief disadvantage of devices so constructed lies in the difficulty of mounting them in position and it is the object of the present invention to obviate this difficulty, the invention consisting broadly in constituting the above-mentioned plate by a plurality of hook-shaped dogs constituting a clamp each dog being adapted to engage with the flange at one side of the rail and provided at the opposite side with a shoulder against which bears a wedge serving to secure the clamp against the flange or web of the rail.

Referring to the accompanying drawings which serve to illustrate my invention, Figure 1 is a cross section and Fig. 2 a side elevation of a rail fitted with the device of my invention, and Fig. 3 is a horizontal section on the line A—A of Fig. 1, while Fig. 4 shows one of the hook-shaped dogs separately.

1 is the flange of the rail which may be of any profile, and 2 the hook-shaped dogs the width of whose soles corresponds to that of the rail-flange. Each dog is provided with a shoulder 4 which, when the dogs 2 are in operative position bears against the base of the rail, the arrangement being such that a space for the reception of the wedge 3 is left between the flange and the soles of the dogs.

As shown in the drawings, three dogs are provided, alternate dogs being caused to engage with opposite sides of the flange so as to leave a space 5 between the base 1 of the rail and the dogs 2 into which space the wedge 3

is driven so as to simultaneously draw all the dogs firmly against the respective sides of the web and flange of the rail. The end of the wedge 3 may abut against either a sleeper 8 or a chair or other fixed body so that, as soon as the rail tends to shift or creep in the direction of the arrow, the wedge pressing against the fixed body, becomes still more firmly driven between the dogs which are thereby caused to grip the rail-flange or web proportionately tighter. Alternatively, instead of the wedge transmitting the pressure to the fixed abutment, the arrangement may be such that the dogs themselves transmit this pressure directly.

What I claim as my invention and desire to secure by Letters Patent is:

1. The combination with a railway rail, of a plurality of clamps extending beneath the rail and alternately engaging the base thereof from opposite sides, a stationary abutment, and means whereby any movement of the rail toward said abutment acts to force the clamps into closer engagement with the rail.

2. The combination with a railway rail, of a plurality of clamps extending beneath the rail and alternately engaging the base thereof from opposite sides, a stationary abutment, and a wedge engaging said clamps and bearing against the abutment, whereby as the rail moves longitudinally toward the abutment the clamps will be forced into closer engagement with the rail.

3. The combination with a railway rail, of a plurality of clamps extending beneath the rail and alternately engaging the base thereof from opposite sides, a stationary abutment, each of said clamps having an upward extending lug at its end beneath the rail, and a wedge extending between such lugs and bearing against said abutment, whereby any movement of the rail toward said abutment acts to force the clamps into closer engagement with the rail.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOSEF SCHULLER.

Witnesses:

WENZEL RUDOLF LINKE,
ROBT. W. HEINGARTNER.