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W. E. STRIKER & J. F. GRISSINGER.

RAIL FASTENER AND ANTICREEPER.

APPLICATION FILED JUNE 1, 1907.

Fig. 1.

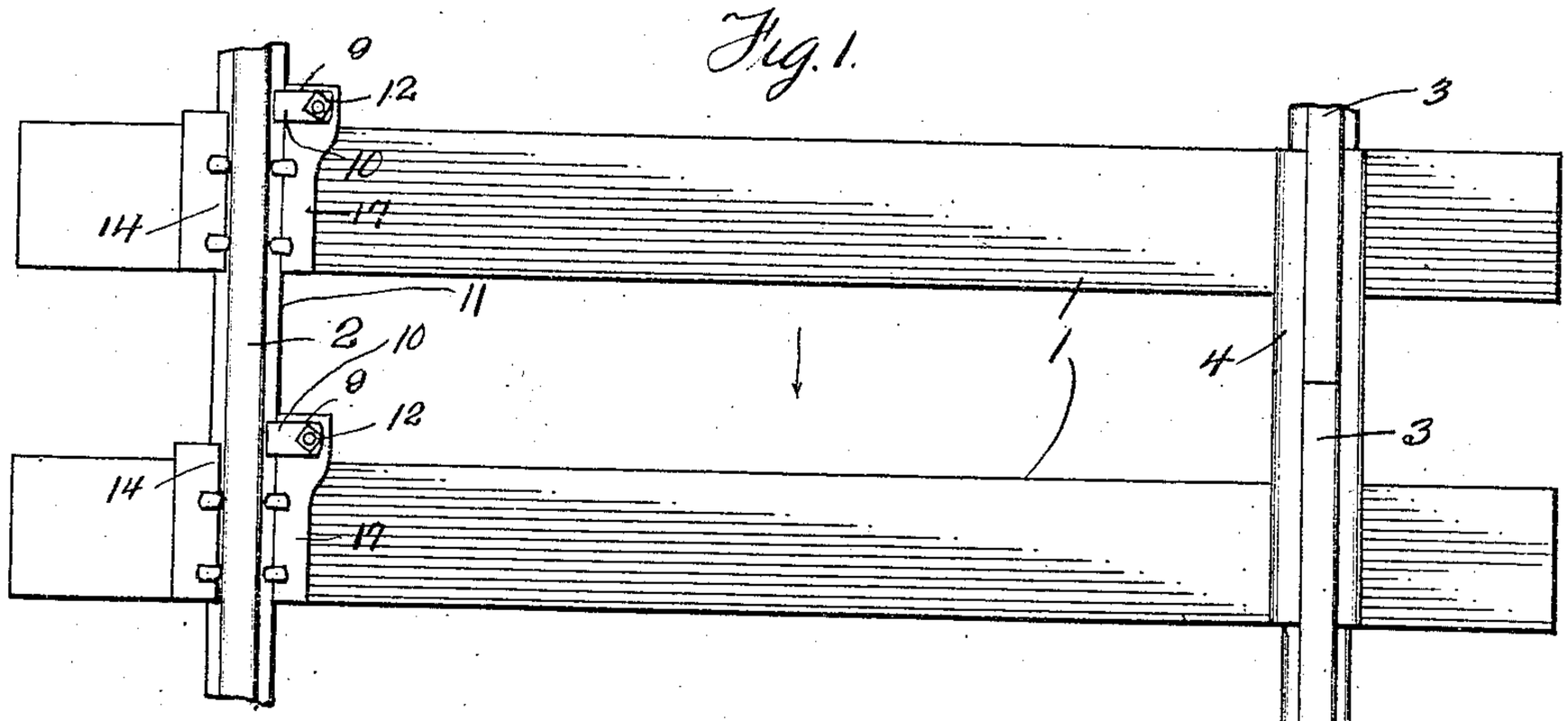


Fig. 2.

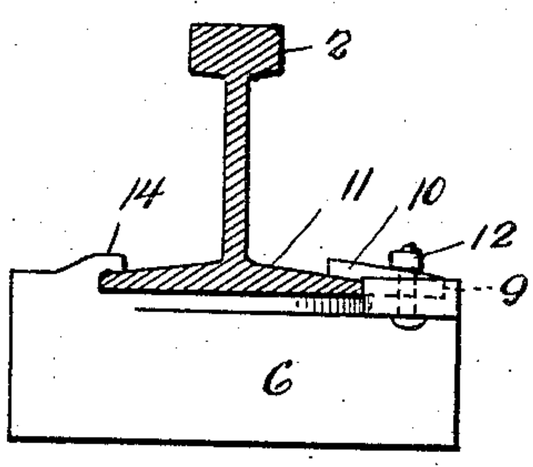


Fig. 3.

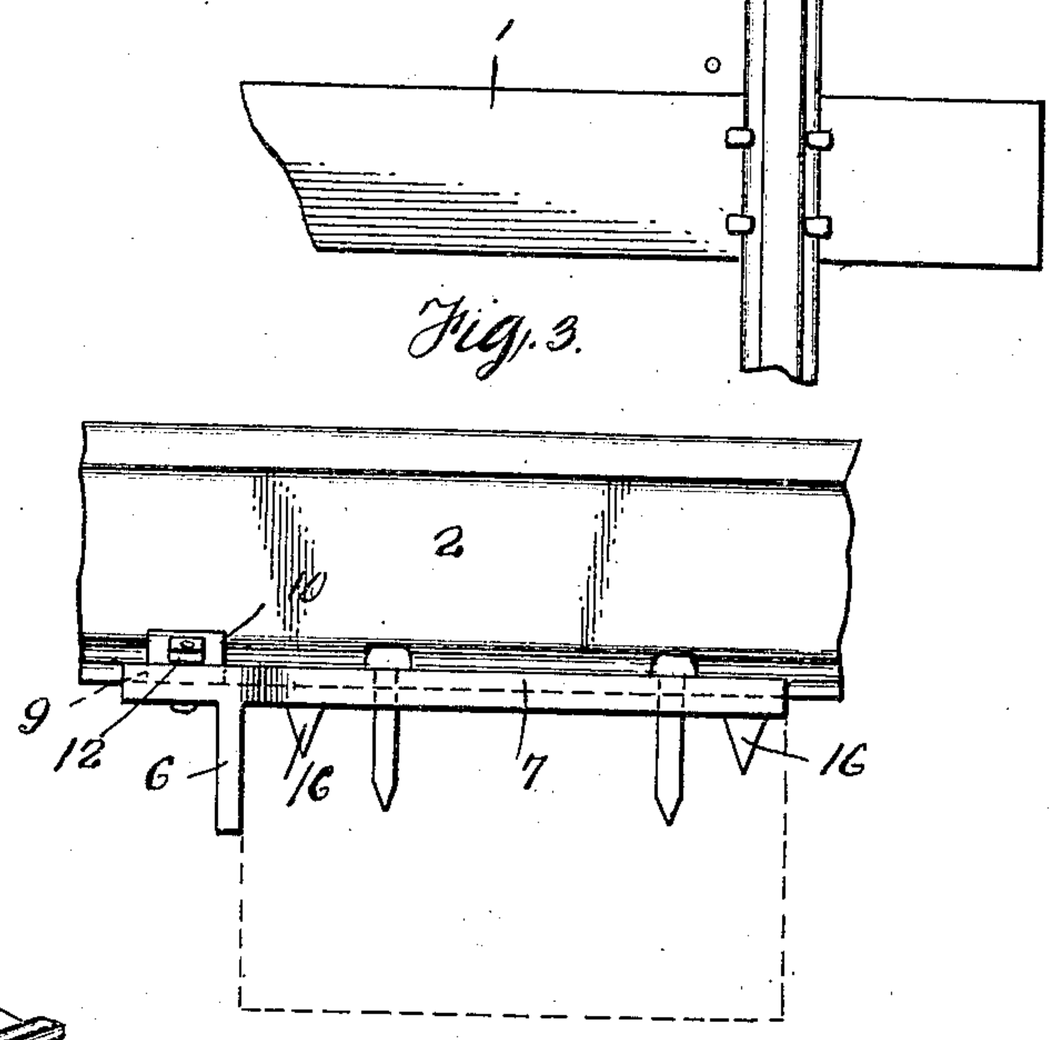
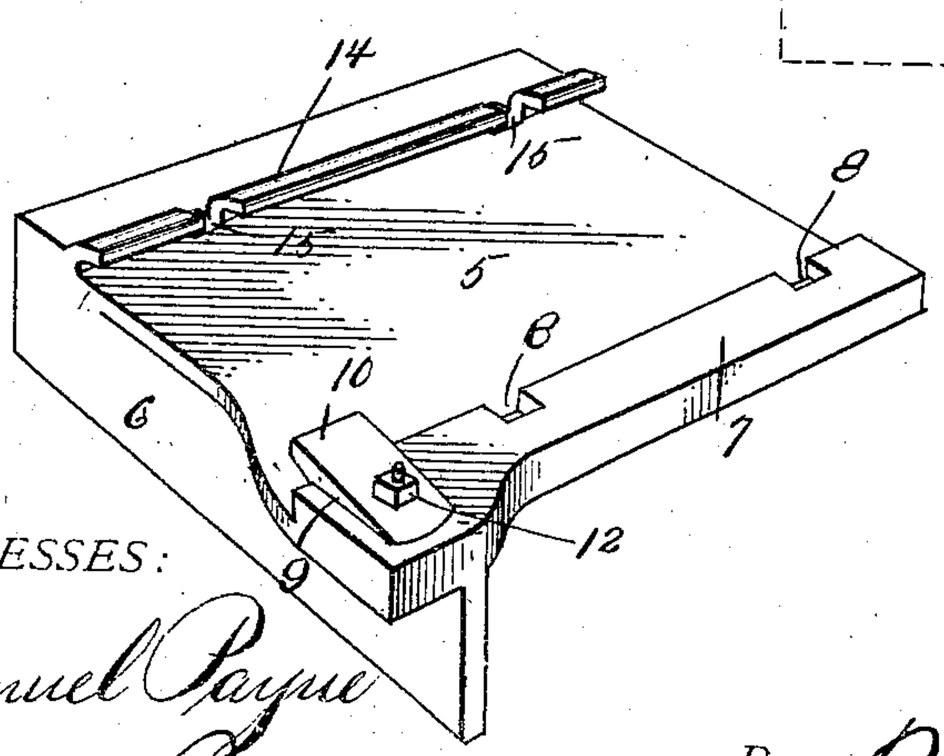


Fig. 4.



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RAIL-FASTENER AND ANTICREEPER.

No. 891,746. Specification of Letters Patent. Patented June 23, 1908.

Application filed June 1, 1907. Serial No. 376,837.

To all whom it may concern:

Be it known that we, WILLIAM E. STRIKER and JOHN F. GRISSINGER, citizens of the United States of America, residing at Scio, in the county of Harrison and State of Ohio, have invented certain new and useful Improvements in Rail-Fasteners and Anti-creepers, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to improvements in combined rail fasteners and anti-creepers, and the invention has for its object to provide a novel rail fastener, wherein positive and reliable means are employed for preventing the fastener from creeping or being displaced upon a tie.

Another object of this invention is to provide a rail fastener particularly designed for use with a rail joint, the fastener being located opposite a joint to prevent the ties from creeping, due to the vibratory stresses and strains exerted upon the joint by rolling stock passing over the same. The proclivity of the joint, when subjected to such stresses and strains, is to move the opposite ends of the ties, upon which the joint is supported, in the direction opposite that in which the rolling stock is moving. The rail upon the opposite ends of the ties remains practically stationary, allowing the ties to creep therebeneath. To obviate this independent or creeping movement of the ties, we have devised an anti-creeper in connection with the rail fastener. The rail fastener and anti-creeper are combined, whereby they can be easily and quickly positioned to serve functionally as a bond between a tie and a rail.

The detailed construction entering into our invention will be hereinafter more fully described and specifically pointed out in the appended claims.

In the drawings, Figure 1 is a plan of a portion of a track equipped with our rail fastener and anti-creeper. Fig. 2 is an end view of the rail fastener. Fig. 3 is an elevation of the fastener, and Fig. 4 is a perspective view of the same.

In the accompanying drawings, we have illustrated a section of track consisting of ties 1, rails 2 and 3, the confronting ends of the rails 3 being secured together upon the ties by a conventional form of splice bars 4, said bars or the rails 3 being suitably secured upon the ties.

For holding the rail 2 upon the ties 1, we use our fasteners and anti-creepers. Each fastener consists of a base plate 5 having a dependent end flange 6, constituting the anti-creeper feature of our invention. One side of the base plate 5 is formed with a longitudinally disposed enlargement 7, having spike openings 8. The enlargement 7 projects beyond the flange 6 and is provided with a recess 9 for a clamp 10 adapted to overlie the base flange 11 of the rail 2, upon the inner side of said rail. A bolt and nut 12 are employed for retaining the clamp 10 in the recess 9 and in engagement with the base flange 11 of the rail 2.

The outer side of the base plate 5 is formed with an overhanging flange 14 for engaging the base flange 11 upon the outer side of the rail 2, and preventing vertical displacement of said rail when held upon the inner side by the clamp 10. The flange 14 and the base plate 5 are provided with spike openings 15.

Besides employing spikes for fastening the base plate 5 and the rail 2 upon the ties 1, we provide said base plate with dependent prongs 16, adapted to bite into the top of a tie and prevent the base plate from creeping thereon.

Assuming that rolling stock travels upon the rails 2 and 3 in the direction of the arrow of Fig. 1, the impetus of the rolling stock would have a tendency to force the rail joint in the direction of the arrow, imparting a reverse movement to the opposite ends of the ties, irrespective of the rail 2 resting upon said ties. To obviate this tendency, the flanges 6 are provided in connection with the base plates 5, thereby preventing the shifting of the ties beneath the rail 2.

It is evident from the illustration of our invention that we have devised a rail fastener and anti-creeper which will prevent the lateral and vertical displacement of a rail and its supporting tie.

We do not care to confine ourselves to the material from which the rail fasteners and anti-creepers are made.

Having fully described our invention, what we claim and desire to secure by Letters Patent is:

1. An anti-creeper for rails comprising a plate having one side of greater length than the other, the side of greater length being thickened and provided at one end with a recess, the said thickened portion provided on the inner side thereof with notches registering with spike-openings formed in the plate,

the marginal portion upon the shorter side of the plate formed with an upwardly inclined flange provided with a plurality of notches registering with spike-openings in the plate, and a clamp mounted in said recess.

2. An anti-creeper for rails comprising a plate having one side of greater length than the other, the side of greater length being thickened and provided at one end with a recess, the said thickened portion provided at its inner edge with notches registering with spike-openings formed in the plate, the marginal portion upon the shorter side of the plate formed with an upwardly inclined flange provided with a plurality of notches registering with spike-openings in the plate, a clamp mounted in said recess, and a transversely extending stop flange formed integral with the lower face of the plate at a point removed from one end of the longer side of the plate.

In testimony whereof we affix our signatures in the presence of two witnesses.

WILLIAM E. STRIKER.
JOHN F. GRISSINGER.

Witnesses:
HOMER L. SCOTT,
JAMES G. SHEPERD.