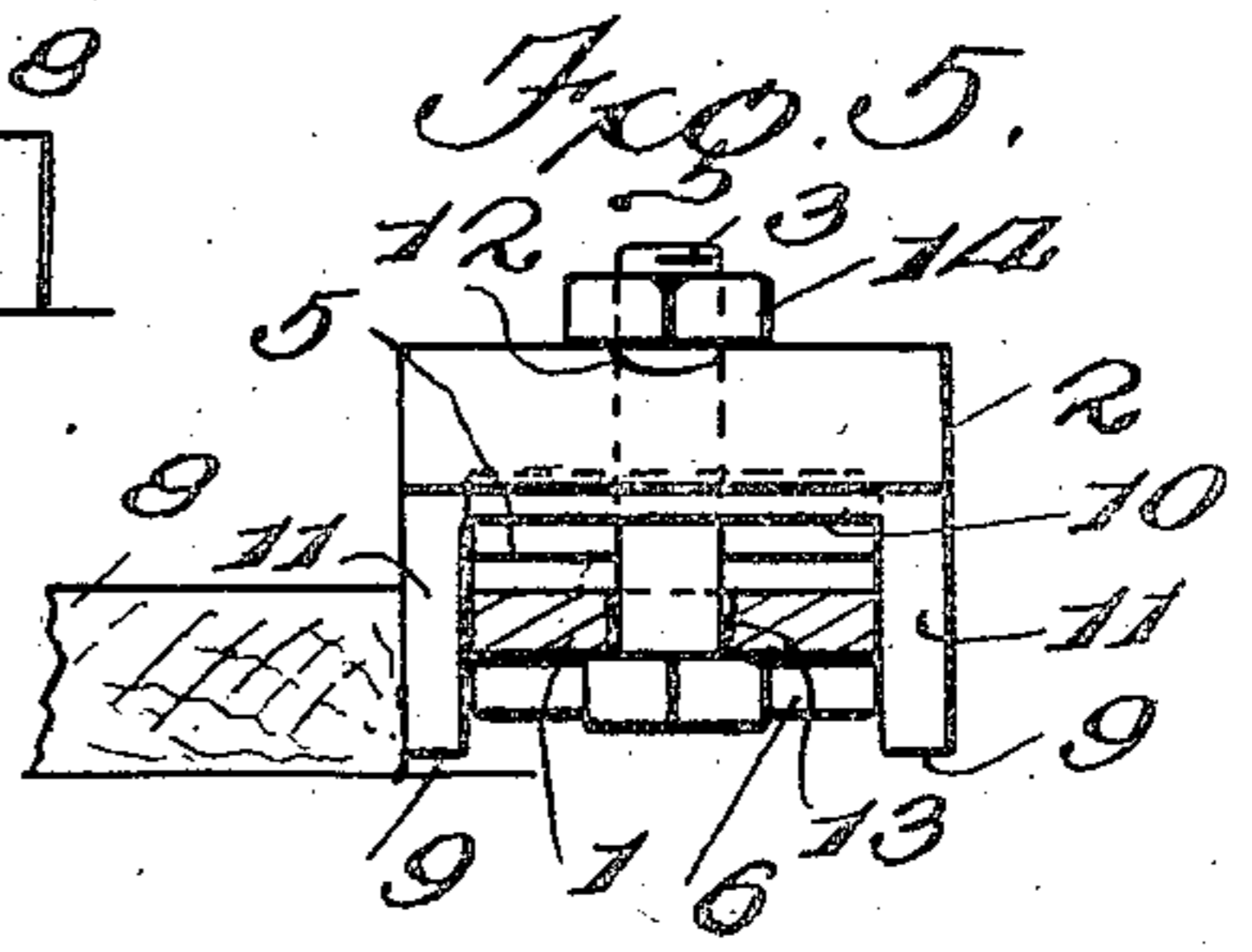
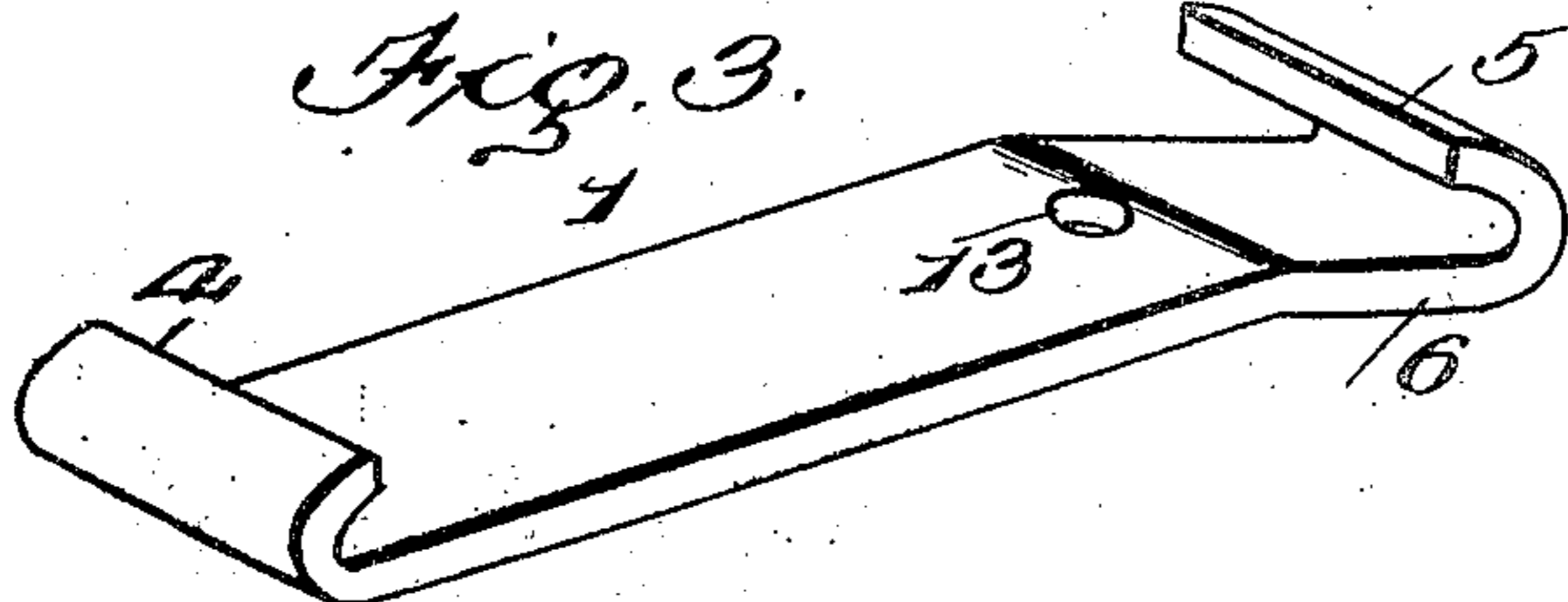
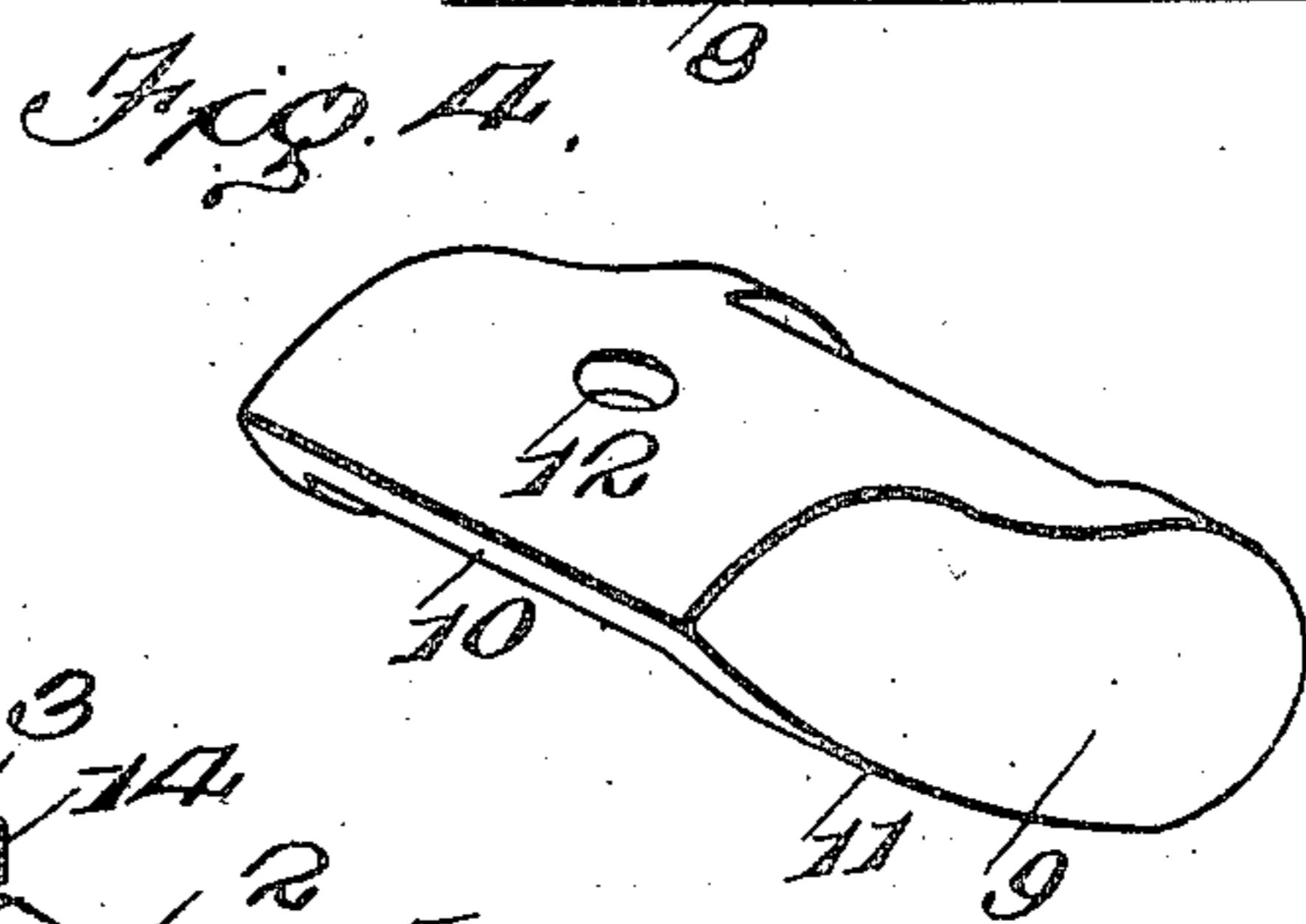
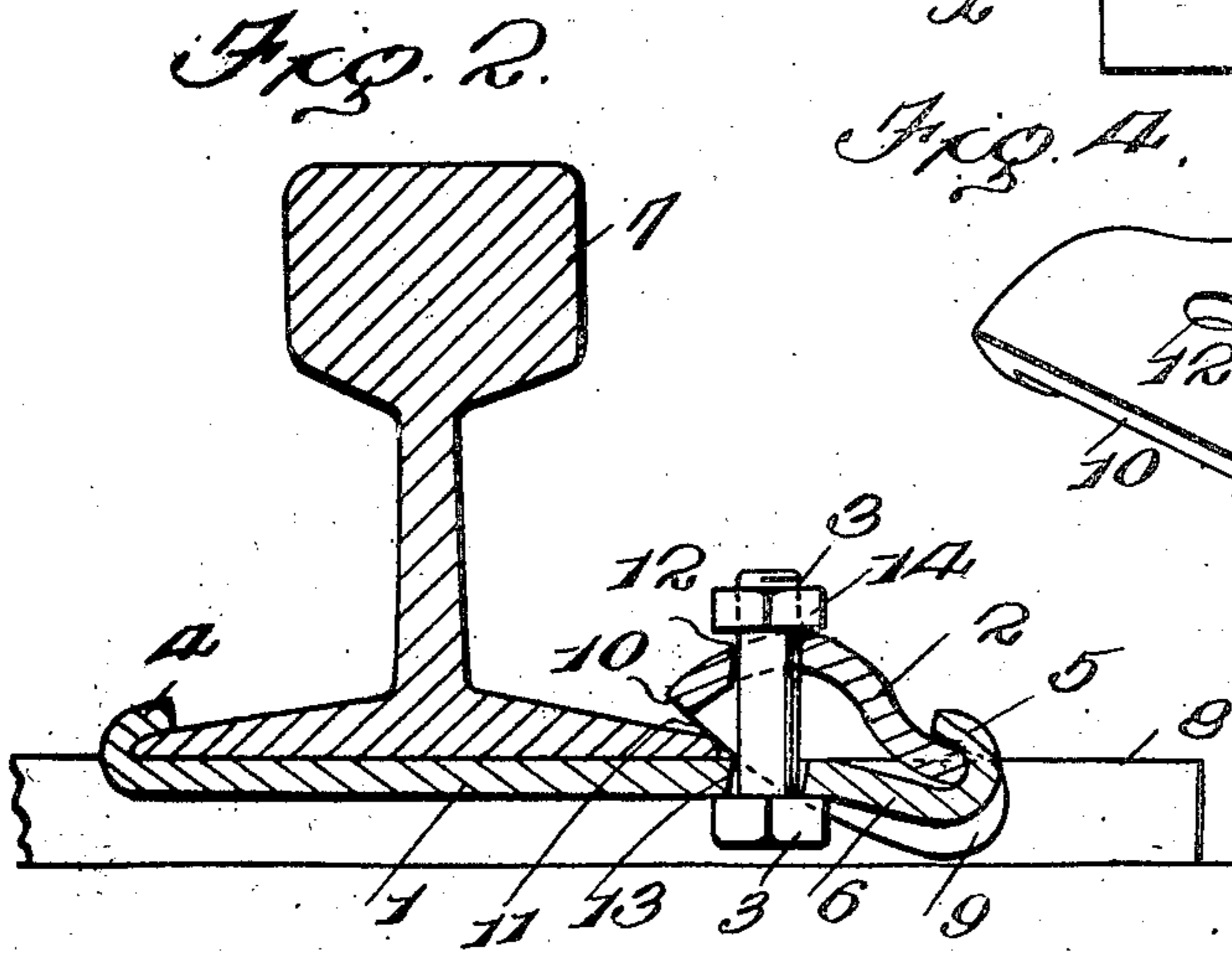
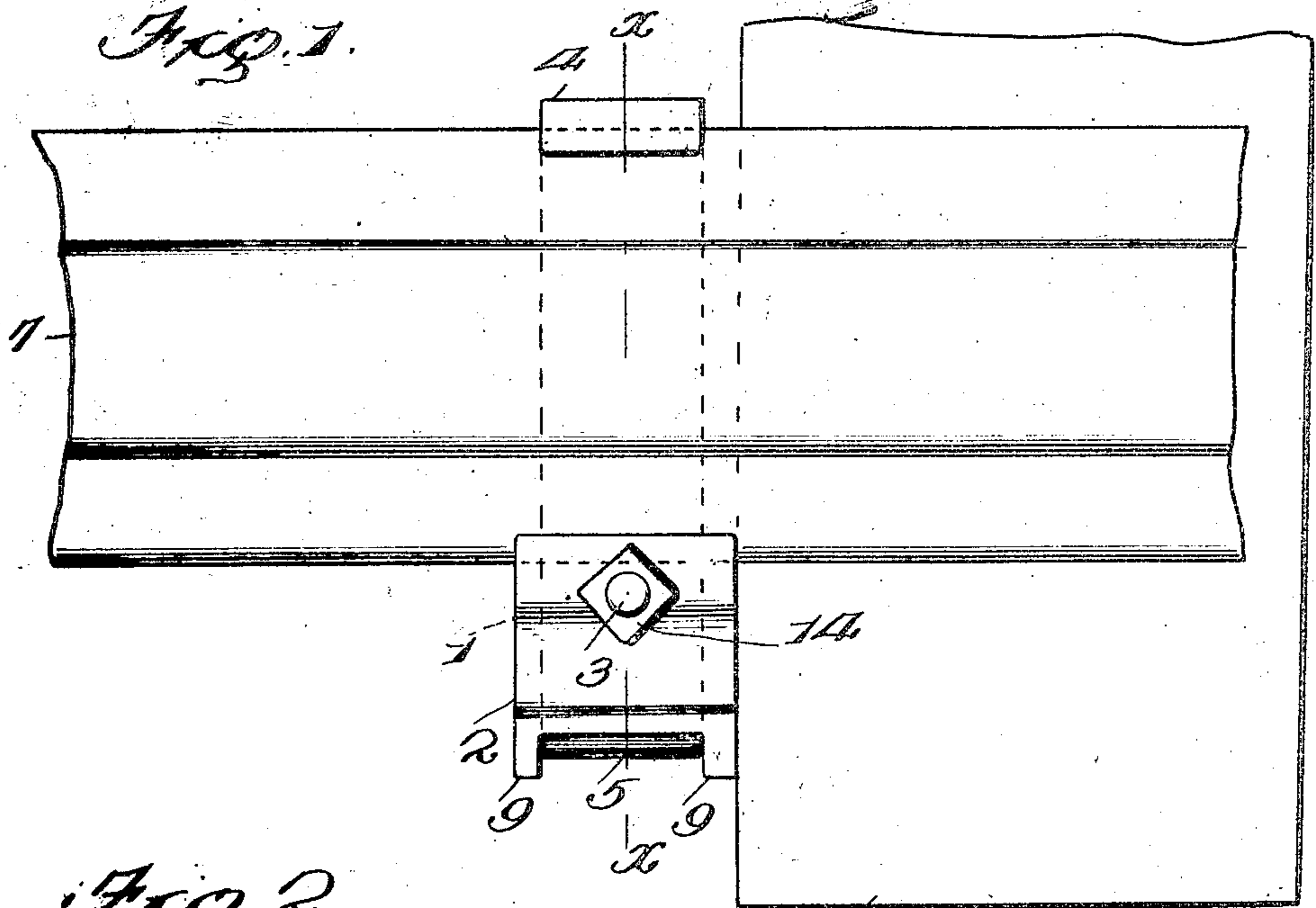


L. J. SPAULDING.  
 ANTICREEPING DEVICE FOR RAILROAD RAILS.  
 APPLICATION FILED OCT. 16, 1908.

917,177.

Patented Apr. 6, 1909.



Inventor

Witnesses  
*[Signature]*  
*[Signature]*

Leslie J. Spaulding  
 By *[Signature]* Attorneys

# UNITED STATES PATENT OFFICE.

LESLIE J. SPAULDING, OF PAINESVILLE, OHIO.

ANTICREEPING DEVICE FOR RAILROAD-RAILS.

No. 917,177.

Specification of Letters Patent.

Patented April 6, 1909.

Application filed October 16, 1906. Serial No. 458,016.

*To all whom it may concern:*

Be it known that I, LESLIE J. SPAULDING, citizen of the United States, residing at Painesville, in the county of Lake and State of Ohio, have invented certain new and useful Improvements in Anticreeeping Devices for Railroad-Rails, of which the following is a specification.

In the operation of railways and particularly those employing a double track or in which the excess of travel is in one direction, it has been discovered that the crossing, switches and like adjunctive parts are thrown out of alinement, this being due to the creeping of the rails or tendency of the same to follow the train.

The present invention provides simple and effective means for guarding against the objectionable features aforesaid, said means consisting of stops of such construction as to be readily applied to the foot or base of a rail without in any manner weakening the same, and which will obtain a firm grip thereby preventing possible displacement, said means cooperating with a tie.

For a full understanding of the invention and the merits thereof and also to acquire a knowledge of the details of construction, of the means for effecting the result, reference is to be had to the following description and accompanying drawings.

While the invention may be adapted to different forms and conditions by changes in the structure and minor details without departing from the spirit or essential features thereof, still the preferred embodiment of the invention is shown in the accompanying drawings, in which:

Figure 1 is a top plan view of a section of railway embodying the invention. Fig. 2 is a transverse section on the line  $x-x$  of Fig. 1. Fig. 3 is a perspective view of the spanner. Fig. 4 is a detail perspective view of the clamp which cooperates with the spanner. Fig. 5 is a front view of the clamp and a section of the spanner showing more clearly the relation of the parts.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The device or anti-creeper may be designated as a rail-stop since its intention is to cooperate with the tie to prevent longitudinal movement of the rail. This rail stop consists of a spanner 1 and a clamp 2, the

latter being secured to the spanner by means of a bolt 3. The spanner consists of a bar or plate having hooks 4 and 5 at opposite ends, an end portion of the spanner being deflected or inclined as indicated at 6, said end being designed to receive the clamp 2. The hook 4 engages over one edge of the foot or base of the rail 7, the clamp 2 binding against the opposite edge of said foot or base and engaging with the hook 5 at the other end of the spanner. It is to be understood that the spanner 7 is sufficiently stout to withstand the strain to which subjected when in service. The spanner 1 is placed beneath the rail and is adapted to engage with a side of a tie 8 of the road bed, thereby preventing creeping or longitudinal movement of the rail.

The clamp 2 consists of a frame, the same comprising side pieces 9 and a connecting web 10 forming a base. The edge portion 11 of each side piece 9 is curved and constitutes a cam which binds the edge of the foot or base of the rail. The side pieces 9 project below the lower end of the connecting web or base 10 and embrace opposite edges of the spanner 1 and project below the same so as to obtain a purchase against a side of the tie 8 with which the stop cooperates. The connecting web or brace 10 is approximately ogee form. The lower end of the brace 10 engages the hook 5. The upper portion of the brace 10 has an opening 12 through which the bolt 3 passes, said bolt likewise passing through an opening 13 near the end of the spanner 1 having the hook 5.

When the parts are assembled and placed in position the standard 1 extends beneath the rail and the hook 4 engages with the foot thereof upon one side and the lower end of the brace 10 engages with the hook 5, the cam edges 11 of the side pieces 9 bearing against the edge of the rail foot upon the opposite side. Upon tightening the bolt 3 or the nut 14 thereon, the upper end of the brace 10 is drawn downward thereby forcing the edges of the side pieces 9 into biting engagement with the edge of the rail foot, to such an extent as to prevent possible slipping of the stop or anti-creeper device when properly positioned and secured.

It is to be understood that the device is attached to the foot of the rail and located so as to engage with a side of the tie 8, to prevent movement of the rail in the direction of travel of the train.

One or more stops may be employed and arranged to engage with a number of ties, thereby insuring stability of the rail and preventing possible movement thereof and dis-alinement of the crossing, switches or other parts.

Having thus described the invention, what is claimed as new is:

1. A rail stop comprising a spanner having 10 hooks at opposite ends, a clamp cooperating with one of said ends, said clamp comprising side pieces to embrace opposite edges of the spanner and a web connecting the side pieces and forming a brace, the lower end of which 15 is adapted to engage with a hook of the spanner at the end upon which the clamp is fitted.

2. A rail stop comprising a spanner having a hook at one end, a clamp cooperating with said hooked end and comprising side pieces, 20 and a web connecting said side pieces and forming a brace the lower end of which engages with said hook and the upper end having an opening, and a bolt connecting the upper end of the clamp with the spanner.

3. A rail stop comprising a spanner having 25 a hooked end and a clamp comprising side pieces and a connecting web or brace, said side pieces having their edges curved to form cams, the lower end of the brace engaging with the hook of the spanner and a bolt con- 30 necting the upper end of said brace with the spanner.

4. A rail stop comprising a spanner having hooks at opposite ends and having an end 35 portion deflected and formed with an opening, a clamp comprising side pieces and a connecting web or brace, the lower end of which engages with the hook at the deflected end of the spanner and the upper end of said brace having an opening, the edges of the 40 side pieces being curved to form cams and a bolt connecting the brace with the spanner.

In testimony whereof I affix my signature in presence of two witnesses.

LESLIE J. SPAULDING. [L. s.]

Witnesses:

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W. ALBERT DAVIS.