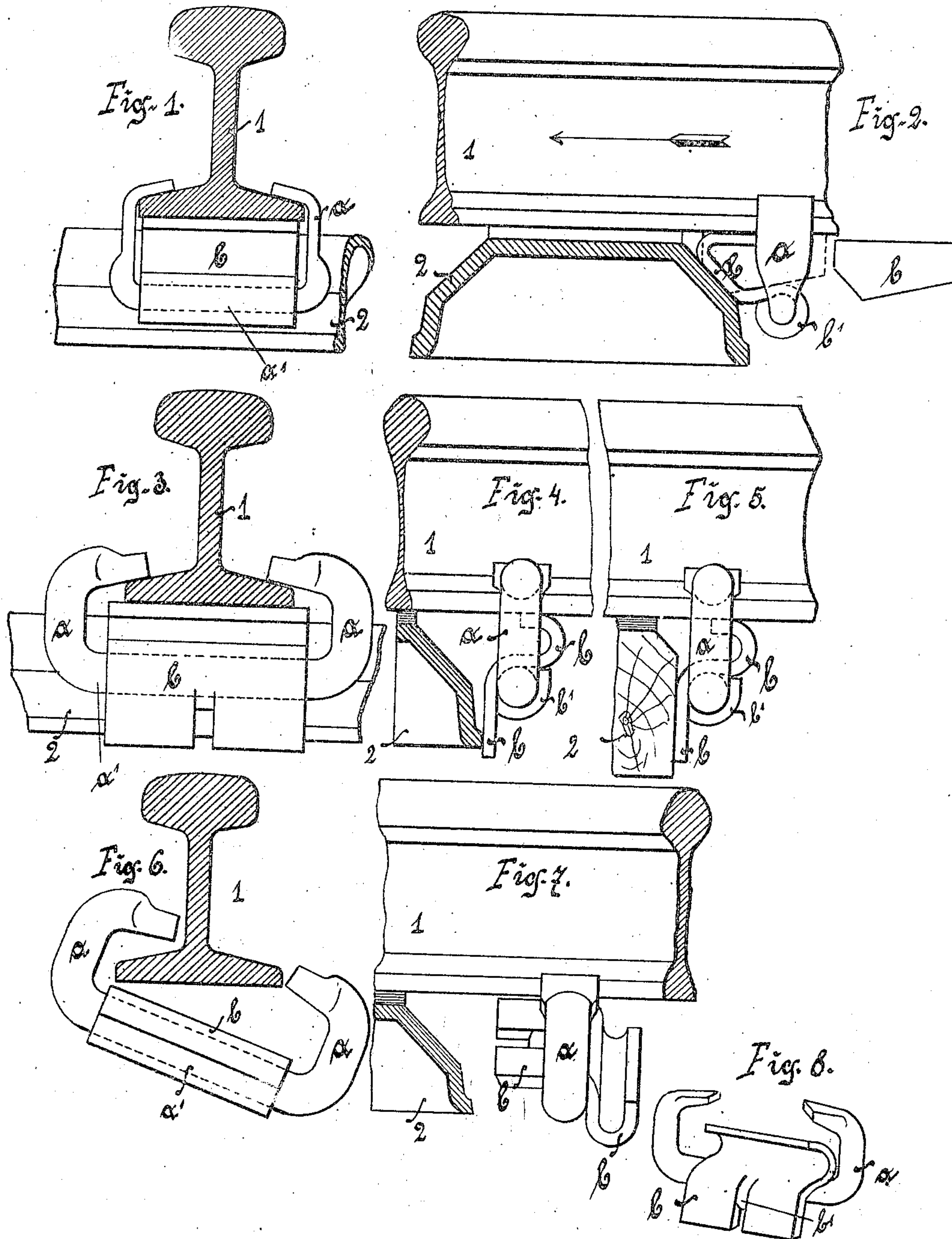


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 DEVICE FOR PREVENTING RAILS FROM LONGITUDINAL SLIPPING.
 APPLICATION FILED APR. 13, 1908.

917,334.

Patented Apr. 6, 1909.



Witnesses:
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FRANZ MÄRTENS, OF BERLIN-CHARLOTTENBURG, GERMANY.

DEVICE FOR PREVENTING RAILS FROM LONGITUDINAL SLIPPING.

No. 917,334.

Specification of Letters Patent.

Patented April 6, 1909.

Application filed April 13, 1908. Serial No. 426,823.

To all whom it may concern:

Be it known that I, FRANZ MÄRTENS, a citizen of the German Empire, and residing at Berlin-Charlottenburg, Germany, have invented a new and useful Device for Preventing Rails From Longitudinal Slipping, of which the following is a full, clear, and exact description.

The present invention consists of a device for preventing rails from longitudinal slipping and has for its object to provide means automatically clamping the rails fast against the sleeper as soon as they commence longitudinal movement.

In order to render the present invention more easily intelligible reference is had to the accompanying drawing, in which—

Figure 1 is a front elevation of the clamping device; Fig. 2 a side elevation of the same. Fig. 3 is a front elevation and Figs. 4 and 5 are side elevations of a modification of the device. Figs. 6 and 7 are front and side elevations of the device showing in what manner they are put in position. Fig. 8 is a detail view.

With reference to Figs. 1 and 2, 1 is a rail and 2 a sleeper. *a* is a clamp-like bow and *b* a wedge-like piece provided with a sleeve *b'* through which the shaft-like part of bow *a* passes so that thus *b* is capable of being turned around *a*. Now, if the rail commences to slip longitudinally, the wedge-like piece *b* will strike against the sleeper 2 and the bow *a* cooperating with *b* like a hinge will consequently be forced downward and press the rail 1 against its sleeper and so clamp it fast.

According to Figs 3, 4 and 5 the wedge-like piece is replaced by a metal piece, having the shape, as may be seen from the drawing. The middle part *b'* of this metal piece

is made so as to embrace and thus form a pivot for the bow *a*, while the side parts extend downward and strike against the sleeper as soon as the rail commences longitudinal slipping. The action is the same as described as regards Figs. 1 and 2. As soon as the downwardly extending part of *b* comes in touch with the sleeper, the upper part of *b* will act like an eccentric so that the bow *a*, cooperating with *b* like a hinge, will be depressed and thus grip the rail tightly.

Figs. 6 and 7 are illustrations to show in what manner the bow *a* and the piece *b* are brought upon the rail, while Fig. 8 shows a detail view of the bow *a* and the piece *b*.

It is evident, that with the present invention the object in view is attained as perfectly as possible seeing that the arrangement of parts is met in such a manner that the clamping of the rail must take place either by wedge-like or eccentric-like action quite automatically.

It is self-evident that the whole device may consist of one piece so that the resting surfaces of the bow are turned upon the rail foot.

I claim as my invention:—

In a device for preventing rails from longitudinal slipping the combination of a bow like clamp *a*, having a shaft-like part *a'*, a wedge-like piece *b* with sleeve *b'*, through which the shaft-like part *a'* of *a* extends.

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

FRANZ MÄRTENS. [L. S.]

Witnesses:

OTTO KÖNIG,

WM. WASHINGTON BRUNSWICK.