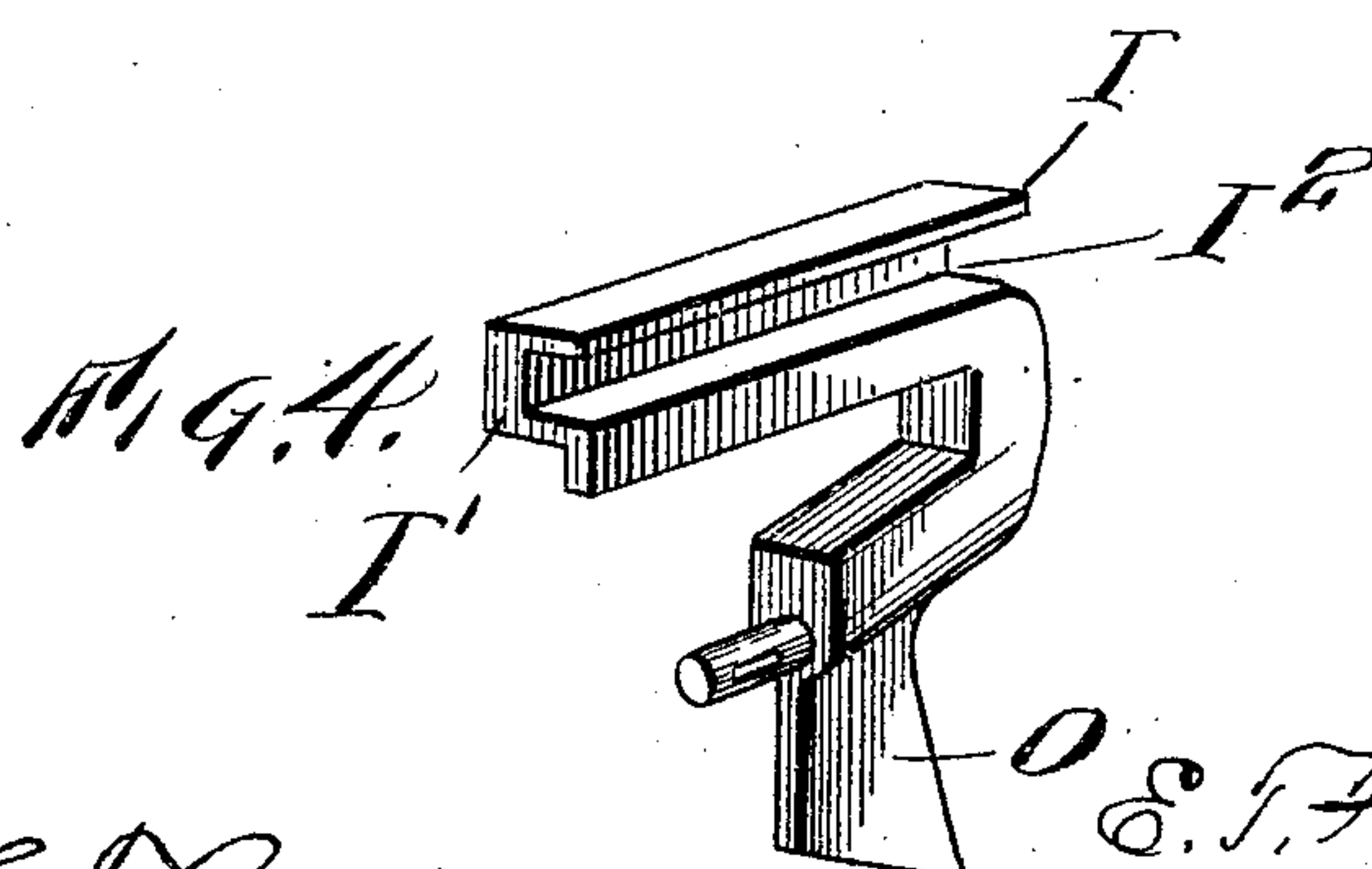
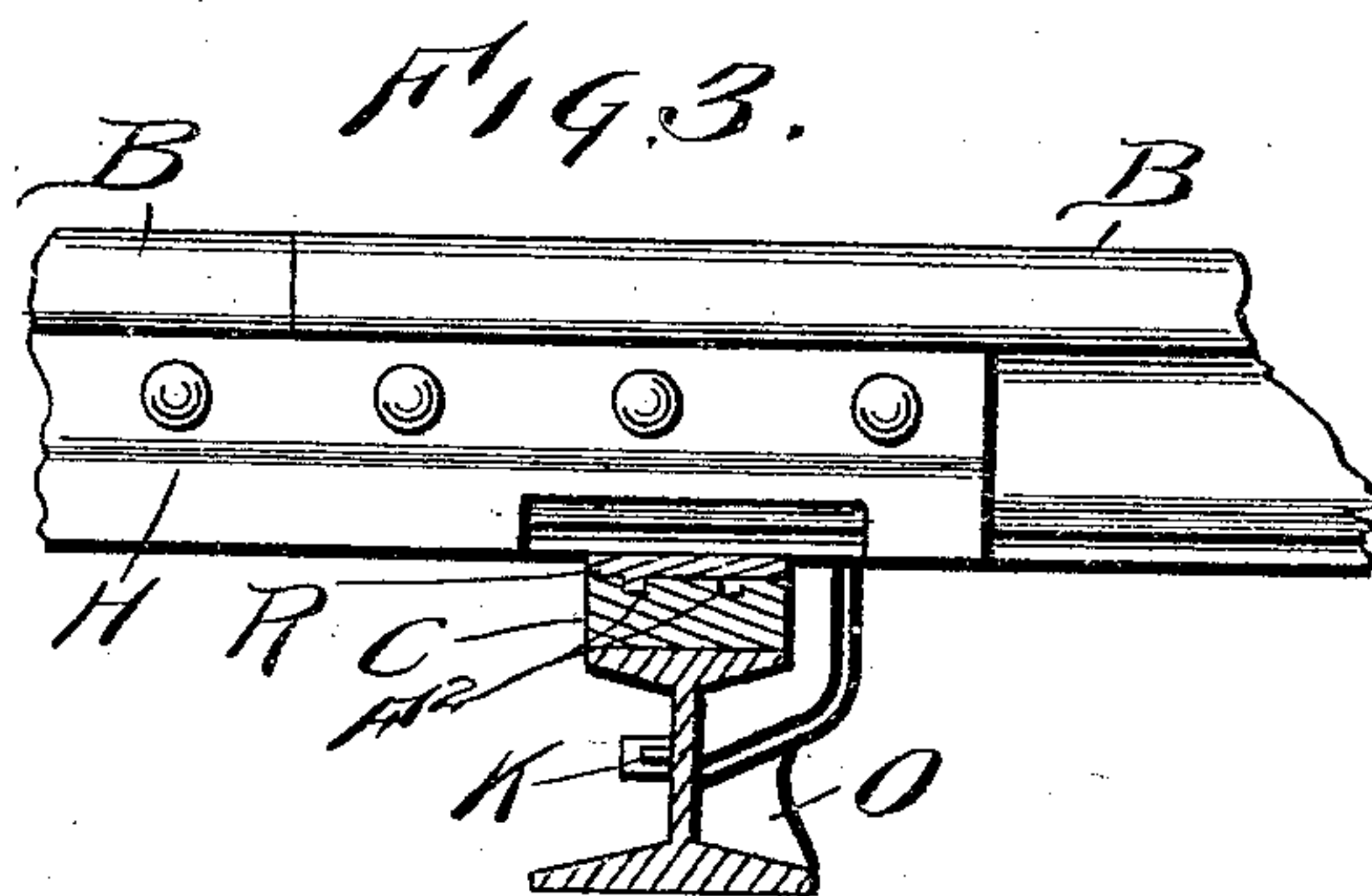
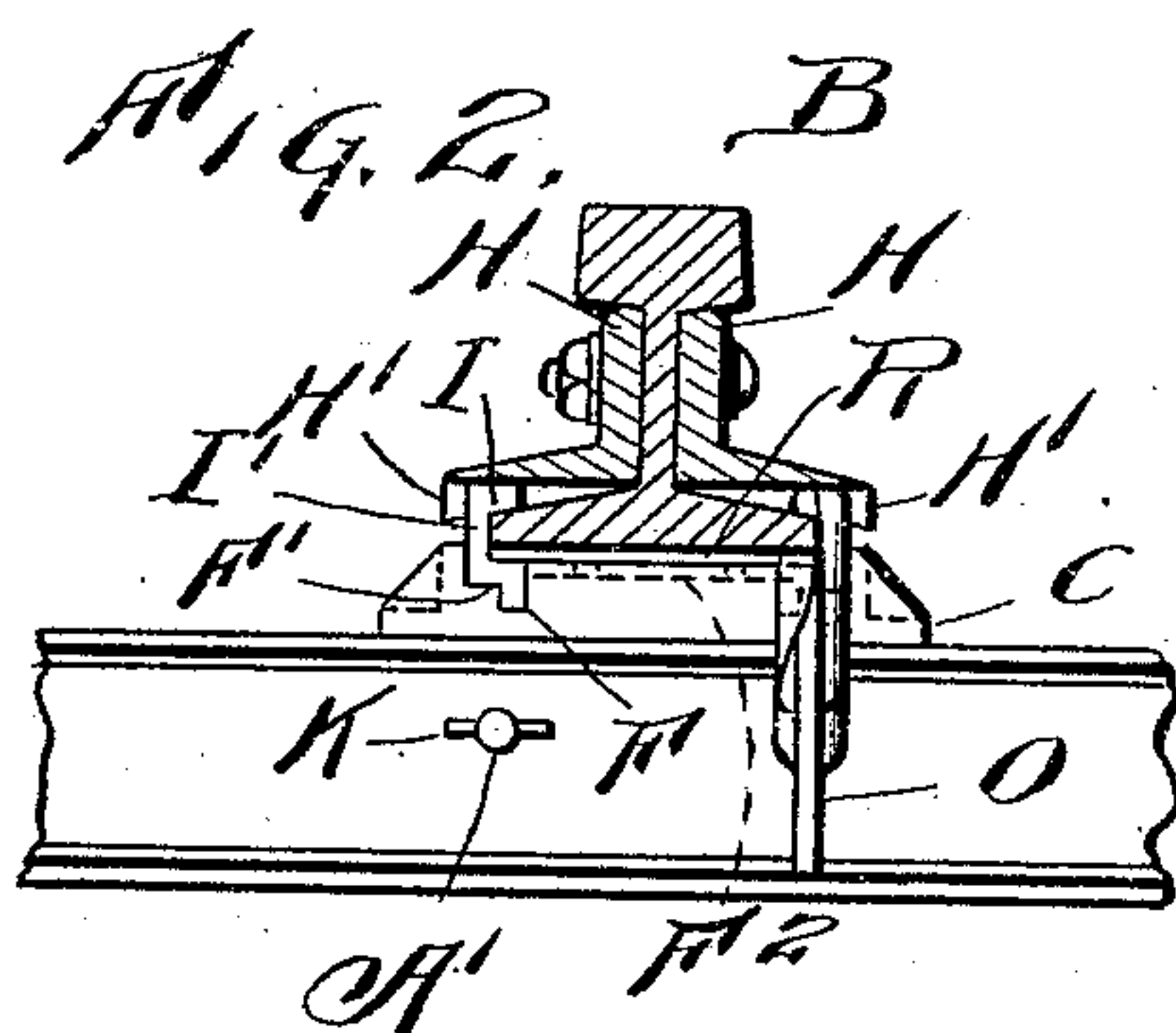
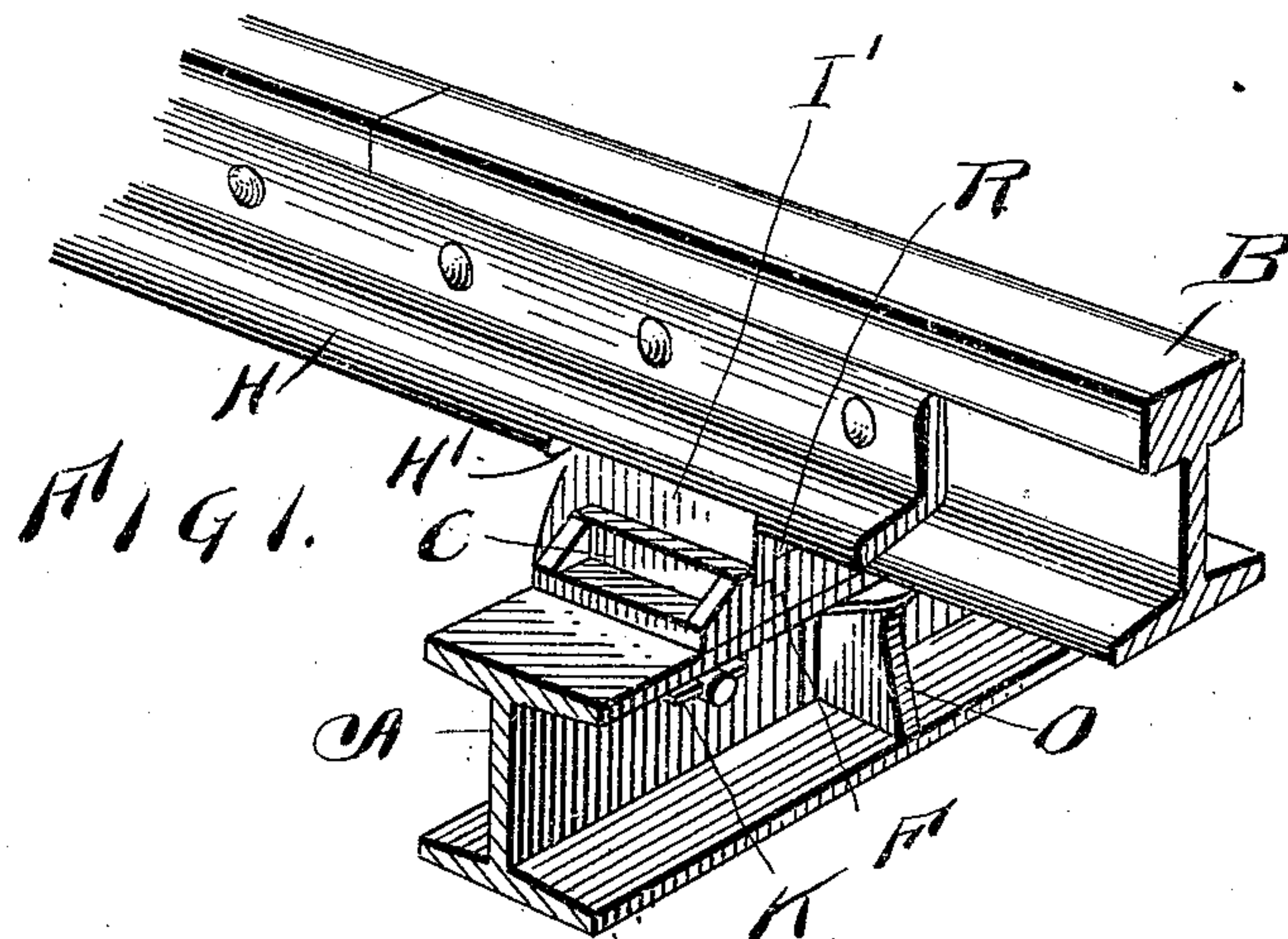


E. T. FORD & F. F. WASSAM.
ANTI-RAIL CREEPER.
APPLICATION FILED JULY 12, 1909.

956,327.

Patented Apr. 26, 1910.

2 SHEETS—SHEET 1.



Witnesses.
Geo. L. Thom
E. L. Hough

Inventors
E. T. Ford & F. F. Wassam
By *Franklin D. Hough*
Attorney

E. T. FORD & F. F. WASSAM.

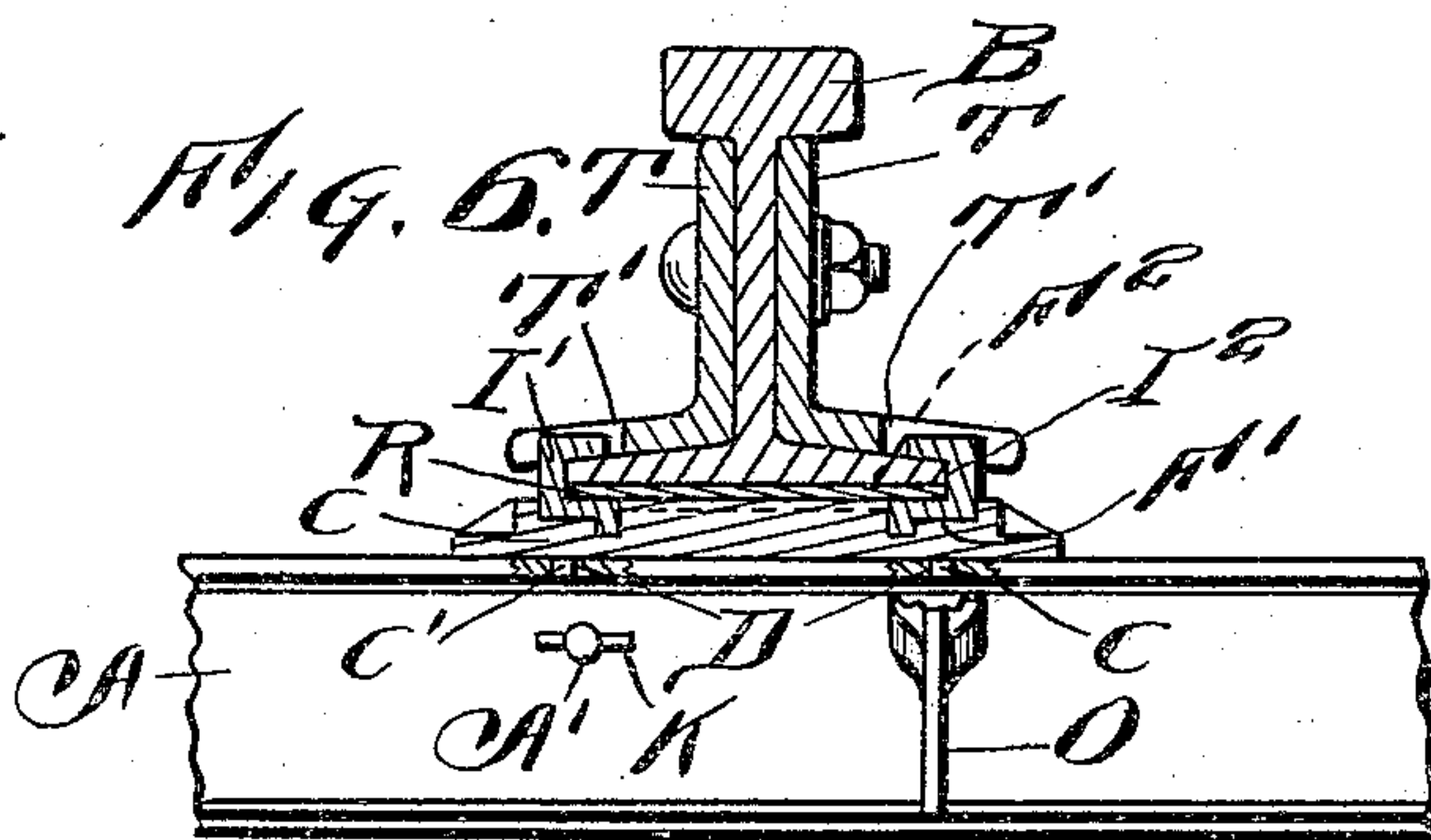
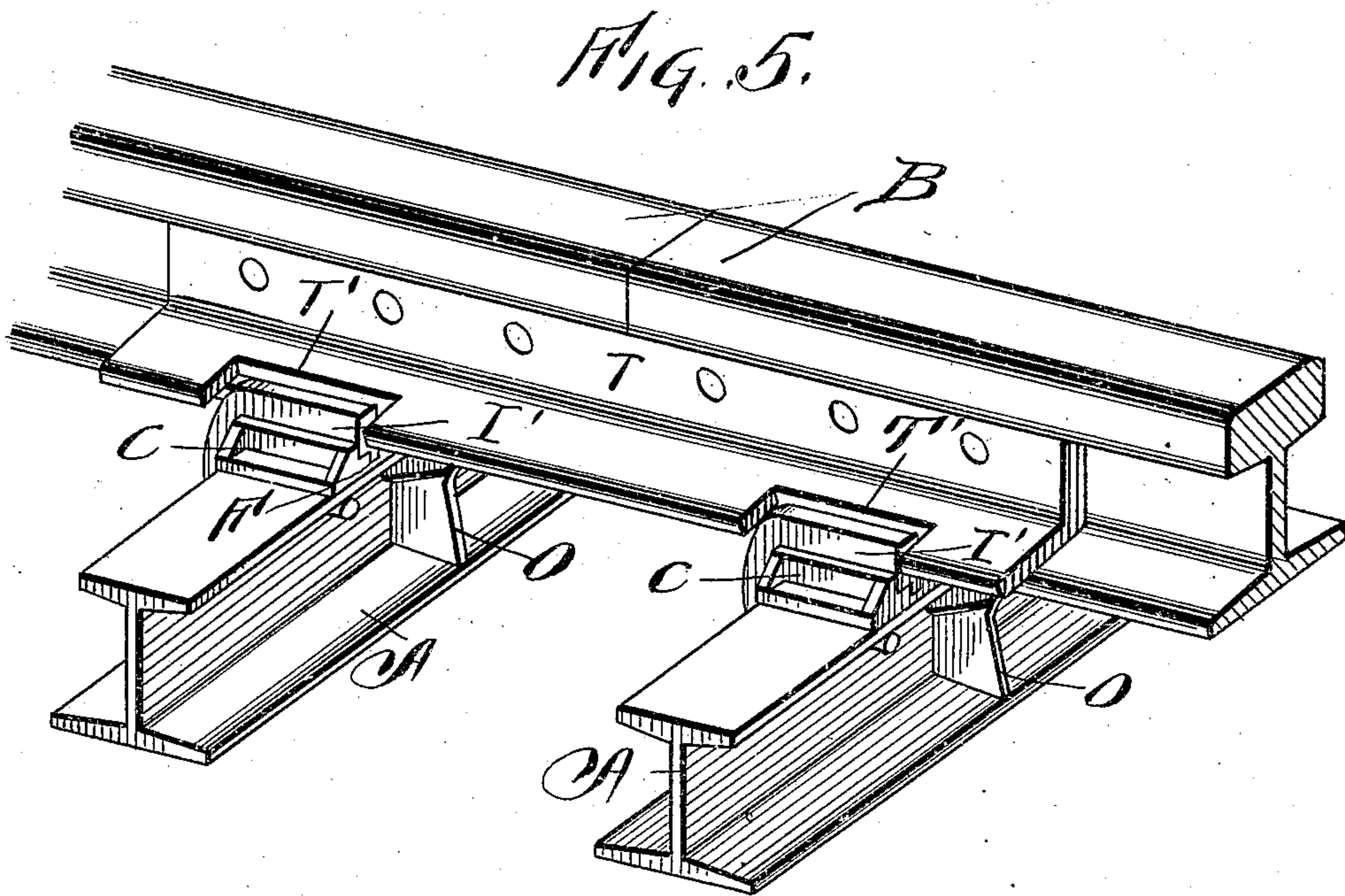
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E. T. Ford and F. F. Wassam,
By *Franklin H. Hough*
Attorney

UNITED STATES PATENT OFFICE.

EDWARD T. FORD AND FRANK F. WASSAM, OF PIKEVILLE, OHIO.

ANTI-RAIL-CREEPER.

956,327.

Specification of Letters Patent.

Patented Apr. 26, 1910.

Application filed July 12, 1909. Serial No. 507,205.

To all whom it may concern:

Be it known that we, EDWARD T. FORD and FRANK F. WASSAM, citizens of the United States, residing at Pikeville, in the county of Darke and State of Ohio, have invented certain new and useful Improvements in Anti-Rail-Creepers; and we 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in anti-rail creeping devices and comprises, in connection with the same, a wooden shim block upon which the rail rests and between the metallic flange engaging plates, thus giving resiliency to the parts.

The invention comprises various details of construction and combinations and arrangements of parts which will be hereinafter fully described and then specifically defined in the appended claims.

We illustrate our invention in the accompanying drawings, in which:—

Figure 1 is a perspective view showing means for engaging one of the flanges of a rail. Fig. 2 is a sectional view transversely through a rail fastened in place. Fig. 3 is a sectional view transversely through the tie and through the flange engaging member which has an integral pin passing through the flange of the tie. Fig. 4 is a detail perspective view of one of the flange engaging members. Fig. 5 is a detailed perspective view showing the modification of the invention, and Fig. 6 is a cross sectional view through the modified form.

Reference now being had to the details of the drawings by letter, A designates a metallic tie having a web portion which is apertured at A', and B, B designate rails to be held by our improved apparatus. Mounted upon the ends of the ties are the plates C having lugs C' (see Fig. 6 of the drawings) upon their lower faces engaging holes D formed in the flanges of the tie, thereby forming means for preventing the plates moving. Each plate is provided with transverse grooves F, each having an offset portion F' and longitudinal grooves F², the latter being provided for nails or other fastening means which may be employed for fas-

tening the shim blocks R in place, and the base flanges of the rails, when positioned in place over said plates, overhang the transverse recesses F, as shown clearly in the sectional view of the drawings.

H designates the fish plates, each of which is recessed away as at H' upon its under face above each tie and plate thereon and forming means whereby the laterally extending flange I of the clamping members I' may engage over the flange of the rail. Said member I', it will be noted, has a groove I² formed therein for the reception of the flange of the rail and also has its lower edge rabbeted to conform to and engage the groove and the offset formed in the upper edge of plate C. Said member I' has an integral pin projecting parallel to the groove therein and adapted to pass through one of the apertures A' in the web of the tie and a key K is passed through an aperture in the end of said pin and serves to hold the same in place. Said member I' has a laterally projecting wing O, the bottom of which rests upon the inclined flange and the bottom of the tie A and affords means, when the tie is partially covered with ballast, to prevent the tie from moving longitudinally, serving as an anchor for the tie.

It will be noted that the bottom of the recess or groove formed in each member I', when adjusted in place upon the plate, is flush with the top of the plate and said shim block R, made preferably of wood or other suitable fiber, rests upon the top of the plate and also upon the bottom of the recess or groove in the member I' and upon which block the flange of the rail rests. It will be noted that said block is of a width equal to the width of the bottom of the flange of the rail and affords a resilient member intermediate the metallic plates and the rail. The flange along the upper marginal edge of the groove in said member I' is positioned in the recessed portion of the fish plate, the latter forming a housing therefor, as will be readily noted.

In the modified form of the apparatus, it will be noted that the fish plates T are recessed away as at T' to allow the flanged portion of the member I' to engage over the flange of the rail without interference.

By the construction of an apparatus as shown and described, it will be noted that the rails will be prevented from creeping by the clamping members engaging over

the flanges of the rails and the clamping members engaged by the end walls of the recesses of the fish plates while the ties are securely held from longitudinal movement by the ballast which would engage either side of the lateral projections of the clamping members, thus affording a secure connection for rails and so arranged that the parts may be easily removed when desired for any purpose.

What we claim to be new is:—

1. An anti-creeping device for railway rails comprising, in combination with a tie and the meeting ends of the rails, recessed fish plates, grooved plates, means for holding the same against lateral movement upon the upper faces of the ties, clamping members extending into the recesses in the fish plates and engaging said grooves in the plates and the flange of the rail, and means for fastening said clamping members to the ties.

2. An anti-creeping device for railway rails comprising, in combination with a tie and the meeting ends of the rails, recessed fish plates, grooved plates, means for holding the same against lateral movement upon the upper faces of the ties, clamping members extending into the recesses in the fish plates and engaging said grooves in the plates and the flange of the rail, and each of said clamps having an integral projection adapted to pass through the web of a tie.

3. An anti-creeping device for railway rails comprising, in combination with a tie and the meeting ends of the rails, recessed fish plates, grooved plates, means for holding the same against lateral movement upon the upper faces of the ties, clamping members extending into the recesses in the fish plates and engaging said grooves in the plates and the flange of the rail, each of said clamping members having an integral projection adapted to pass through the web of a tie, each clamping member resting at its lower end upon the flange of the tie and having a laterally projecting portion adapted to cooperate with ballast to hold the tie from longitudinal movement.

4. An anti-creeping device for railway rails comprising, in combination with ties having web portions which are apertured, plates having lugs projecting from the lower ends thereof and engaging apertures in the flanges of the ties, side plates being transversely grooved, each groove having an offset portion, clamping members having each a transverse groove adapted to fit over the flange of a railway rail, and a transverse integral portion engaging an aperture in the web of the tie, said clamp having a rabbeted portion seated in the transverse recess and over the offset of the plate.

5. An anti-creeping device for railway rails comprising, in combination with ties having web portions which are apertured, plates having lugs projecting from the lower ends thereof and engaging apertures in the flanges of the ties, side plates being transversely grooved, each groove having an offset portion, clamping members having each a transverse groove adapted to fit over the flange of a railway rail, a transverse integral portion engaging an aperture in the web of the tie, said clamp having a rabbeted portion seated in the transverse recess and over the offset of the plate, and fish plates recessed upon their under edges and projecting over the upper edge of the clamping member.

6. In combination with railway rails and ties, plates mounted upon the ties and held from lateral movement thereon, the upper edge of each plate having transverse grooves therein, each with an offset, clamping members rabbeted upon their lower edges adapted to conform to and engage said recesses of the plate, each clamping member having a transverse groove, the bottom of which is flush with the upper surface of said plate, a shim block resting upon the upper surface of the plate and the bottoms of said transverse recesses, each of said clamping plates engaging over the edge of the flange of the rail, and means for holding the clamping members upon the tie.

7. In combination with railway rails and ties, plates mounted upon the ties and held from lateral movement thereon, the upper edge of each plate having transverse grooves therein, each with an offset, clamping members rabbeted upon their lower edges adapted to conform to and engage said recesses of the plate, each clamping member having a transverse groove, the bottom of which is flush with the upper surface of said plate, a shim block resting upon the upper surface of the plate and the bottoms of said transverse recesses, each of said clamping plates engaging over the edge of the flange of the rail, an integral projection of each clamping member passing through an aperture in the web of the tie, and a key passing through an aperture in the end of said projecting portion.

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

EDWARD T. FORD.
FRANK F. WASSAM.

Witnesses:

CLIFFORD BUTT,
F. M. WILLS.