G. N. BUZBY & W. S. HUKILL.

RAILROAD RAIL ANCHOR.

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975,747. Patented Nov. 15, 1910.

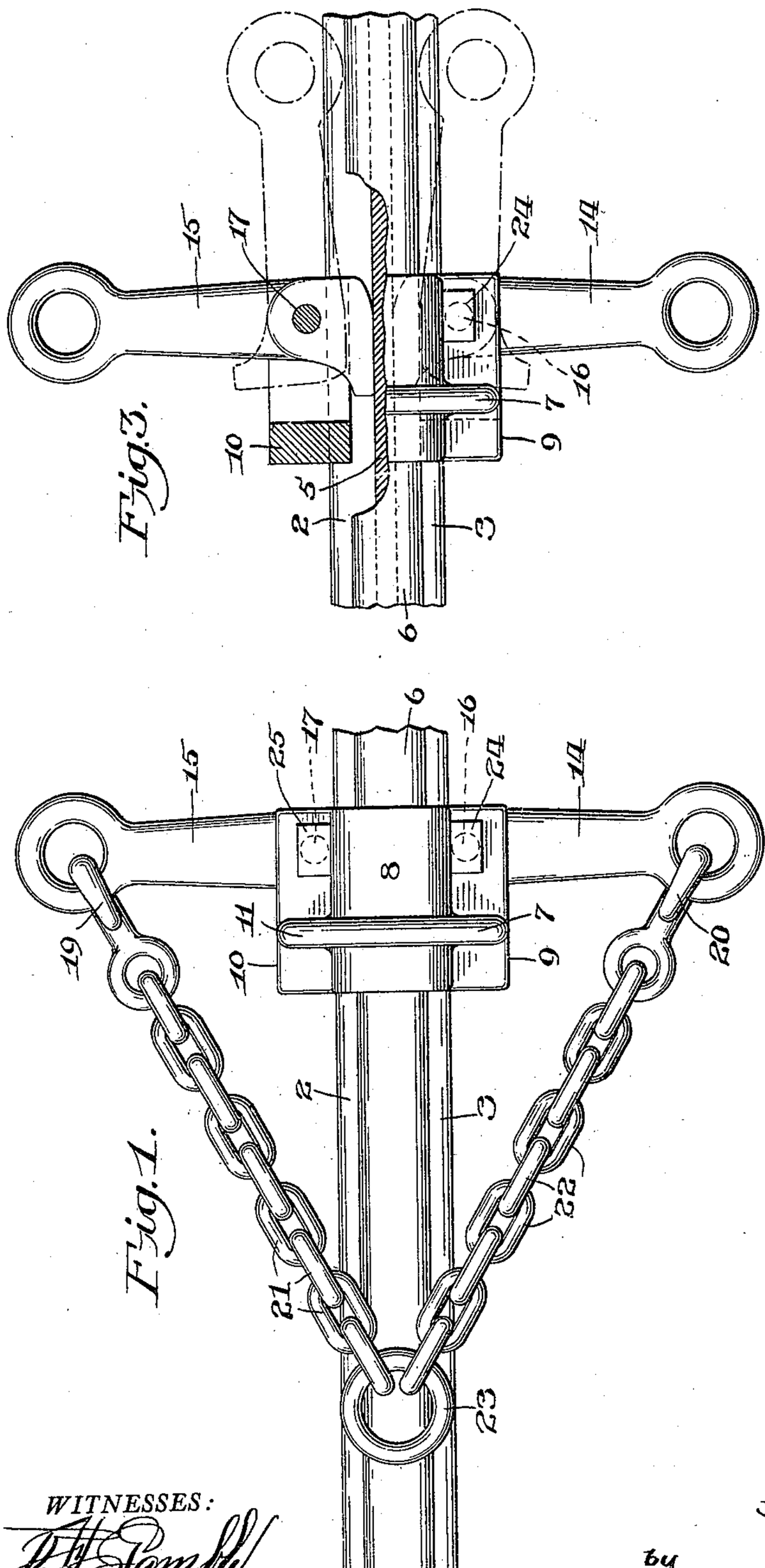

Fig. 3.

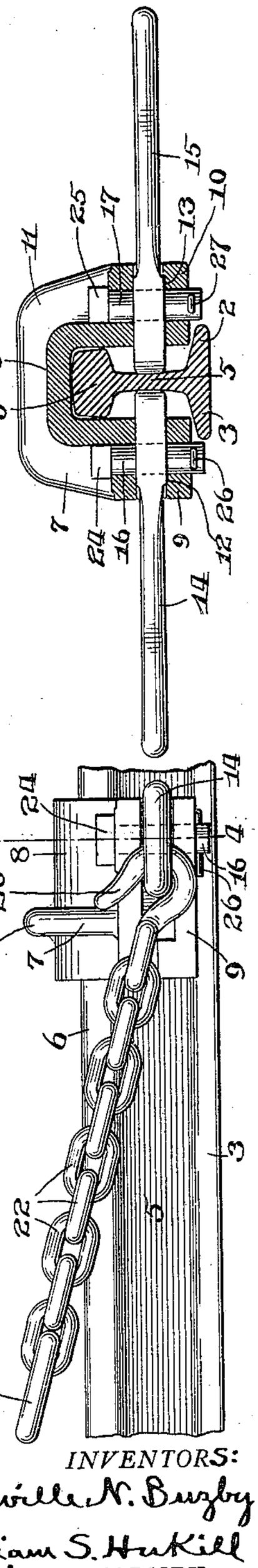

Fig. 4.

Fig. 1.

Fig. 2.

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GRANVILLE N. BUZBY, OF PHILADELPHIA, PENNSYLVANIA, AND WILLIAM S. HUKILL, OF WILMINGTON, DELAWARE.

RAILROAD-RAIL ANCHOR.

975,747. Specification of Letters Patent. Patented Nov. 15, 1910.

Application filed March 8, 1910. Serial No. 548,045.

To all whom it may concern:

Be it known that we, GRANVILLE N. BUZBY, a citizen of the United States, residing at Philadelphia, county of Philadelphia, State of Pennsylvania, and WILLIAM S. HUKILL, a citizen of the United States, residing at Wilmington, county of Newcastle, State of Delaware, have invented certain new and useful Improvements in Railroad-Rail Anchors, of which the following is a specification.

This invention relates to that class of railroad rail anchors which are adapted to be secured to railroad rails to anchor various devices thereto, such for example, as the well known "block and tackle" used by wrecking crews in removing wrecked cars from the track, replacing derailed cars, etc.

The object of our invention is to provide a rail anchor of novel, simple and efficient construction which may be readily applied to and removed from a railroad rail; which is self-contained, in that there are no loose parts to be assembled in applying the anchor to the rail; and which when applied to the rail will tightly grip the same under the influence of a pulling action upon the anchor.

The invention consists in the novel construction and combination of parts which will be hereinafter fully described and particularly pointed out in the claims.

In the drawings:—Figure 1 is a plan view of our improved rail anchor as applied to a railroad rail. Fig. 2 is a side elevation thereof. Fig. 3 is a plan view of a rail and a part of the rail anchor partly broken away and showing the adjustable arms of the anchor in one position by full lines, and in another position by dot-and-dash lines. Fig. 4 is a vertical section, on line 4—4 of Fig. 2.

2 designates a railroad rail to which the rail anchor is adapted to be applied. This rail 2 is of usual construction and it comprises the base 3, the vertical web 5 and the head 6, as shown in the drawings.

Our improved anchor is of the following construction;—7 designates a frame comprising a top portion 8 adapted to extend over the rail head 6, side portions 9 and 10 extending downwardly from the top portion 8 one on one side and the other on the other side of the rail 2. This frame 7 is provided with a suitable strengthening rib 11. The sides 9 and 10 of the frame 7 are provided with horizontal slots 12 and 13, respectively; and arranged within the slots 12 and 13 is a pair of horizontal arms 14 and 15, the arms 14 and 15 being pivoted to the frame 7 by vertical pins 16 and 17, respectively. The arms 14 and 15 are located one on one side and one on the other side of the rail web 5 and below the rail head 6. These arms 14 and 15 are adapted to be moved about the axes of the pins 16 and 17 from the full line position shown in Fig. 3 to the dot-and-dash line position shown and back again. The inner ends of the arms 14 and 15 are arranged to engage the rail web 5 and bind against the web when the arms 14 and 15 are moved to the full line position shown in Fig. 3 and to disengage from the rail web 5 when the arms are moved to the dot-and-dash line position shown in Fig. 3. The outer ends of the arms 14 and 15 are provided with openings, into which are inserted hooks 19 and 20, on the rearward ends of chains 21 and 22, respectively. The forward ends of the chains 21 and 22 are connected by a ring 23 to which any suitable device desired to be anchored to the rail 2 may be applied. The upper ends of the pins 16 and 17 are provided with heads 24 and 25, and the lower ends of the pins are provided with suitable cotter pins 26 and 27, respectively; whereby, by the removal of the cotter pins 26 and 27 the pins 16 and 17 may be withdrawn when desired to remove or replace the arms 14 and 15.

From the construction hereinbefore described, it will be seen that when the arms 14 and 15 are moved to the dot-and-dash line position shown in Fig. 3, the rail anchor may be readily applied to the rail 2 or removed therefrom as described by lowering the anchor upon the rail and raising it therefrom. After the anchor has been lowered upon the rail with the arms 14 and 15 in the position shown by dot-and-dash lines in Fig. 3, the arms 14 and 15 are moved forwardly to the full line position shown in Fig. 3. When the arms are moved to this full line position, the inner ends thereof engage the rail web 5 and bind against the same in a manner to prevent further forward movement of the arms. It will therefore be seen that if the device desired to be anchored to the rail be applied to the ring 23, a forward pulling action of the device upon the ring 23 and perforce the chains 21 and 22 will cause the arms 14 and 15 to

increase their binding or gripping action upon the rail and thereby anchor the said device to the rail.

The inner ends of the arms 14 and 15 extending beneath the rail head 6 when the anchor is in operative position upon the rail, prevents any liability of the anchor being drawn upwardly from engagement with the rail.

We claim:—

1. In a railroad rail anchor, the combination of a railroad rail; a frame extending on each side of the rail; and an arm pivoted to said frame on one side of the rail, the outer end of said arm being provided with means for receiving a connecting device and the inner end of said arm being arranged to engage and bind against the rail when the outer portion of the arm is moved in one direction longitudinally of the rail and to disengage from the rail when the outer portion of the arm is moved in the opposite direction longitudinally of the rail.

2. In a railroad rail anchor, the combination of a railroad rail; a frame extending on each side of the rail; a pair of arms pivoted to said frame, one on one side of the rail and one on the other side thereof, the inner ends of said arms being arranged to engage and bind against the rail when the outer portions of the arms are moved in one direction longitudinally of the rail and to disengage from the rail when the outer portions of the arms are moved in the opposite direction longitudinally of the rail; and means connecting the outer portions of said arms.

3. In a railroad rail anchor, the combination of a railroad rail; a frame extending on each side of the rail; a pair of arms pivoted to said frame, one on one side of the rail and one on the other side thereof, the inner ends of said arms being arranged to engage and bind against the rail when the outer portions of the arms are moved in one direction longitudinally of the rail and to disengage from the rail when the outer portions of the arms are moved in the opposite direction longitudinally of the rail; a chain extending from the outer portion of one arm and a chain extending from the outer portion of the other arm and connected to the first named chain.

4. In a railroad rail anchor, the combination of a railroad rail having a vertical web and a head; a frame extending over said head and downwardly on each side of said web; and an arm pivoted to said frame on one side of the rail web, the inner end of said arm being arranged to pass under the rail head and engage and bind against the rail web when the outer portion of the arm is moved in one direction longitudinally of the rail and to disengage from the rail web when the outer portion of the arm is moved in the opposite direction longitudinally of the rail.

5. In a railroad rail anchor, the combination of a railroad rail having a vertical web and a head; a frame extending over said head and downwardly on each side of said web; a pair of arms pivoted to said frame, one on one side of the rail web and one on the other side thereof, the inner ends of said arms being arranged to pass under the rail head and engage and bind against the rail web when the outer portions of the arms are moved in one direction longitudinally of the rail and to disengage from the rail web when the outer portions of the arms are moved in the opposite direction longitudinally of the rail; and means connecting the outer portions of said arms.

6. In a railroad rail anchor, the combination of a railroad rail having a vertical web and a head; a frame extending over said head and downwardly on each side of said web; a pair of arms pivoted to said frame, one on one side of the rail web and one on the other side thereof, the inner ends of said arms being arranged to pass under the rail head and engage and bind against the rail web when the outer portions of the arms are moved in one direction longitudinally of the rail and to disengage from the rail web when the outer portions of the arms are moved in the opposite direction longitudinally of the rail; a chain extending from the outer portion of one arm and a chain extending from the outer portion of the other arm and connected to the first named chain.

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

GRANVILLE N. BUZBY.
WILLIAM S. HUKILL.

Witnesses:
A. V. GROUPE,
A. H. GAMBLE.