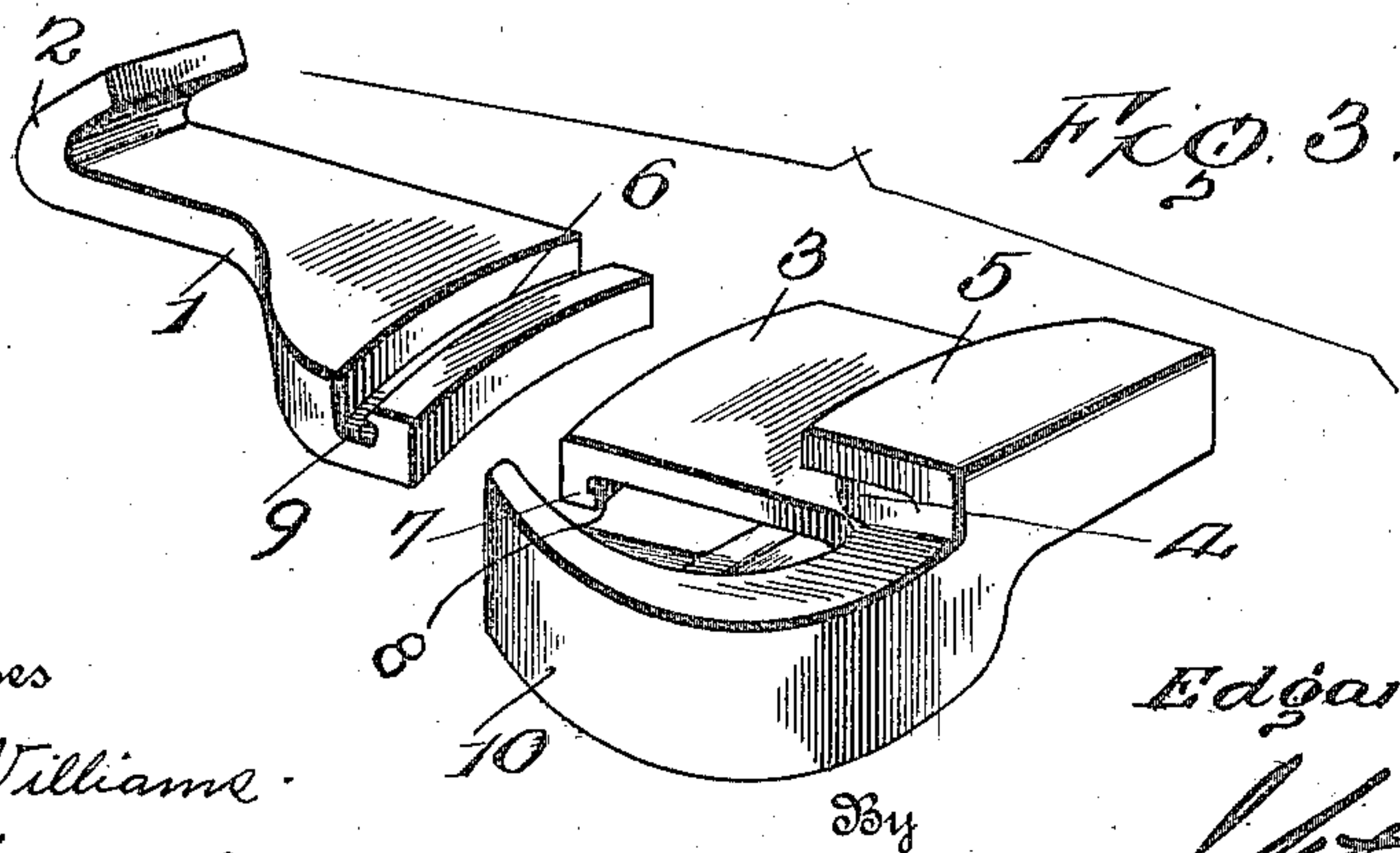
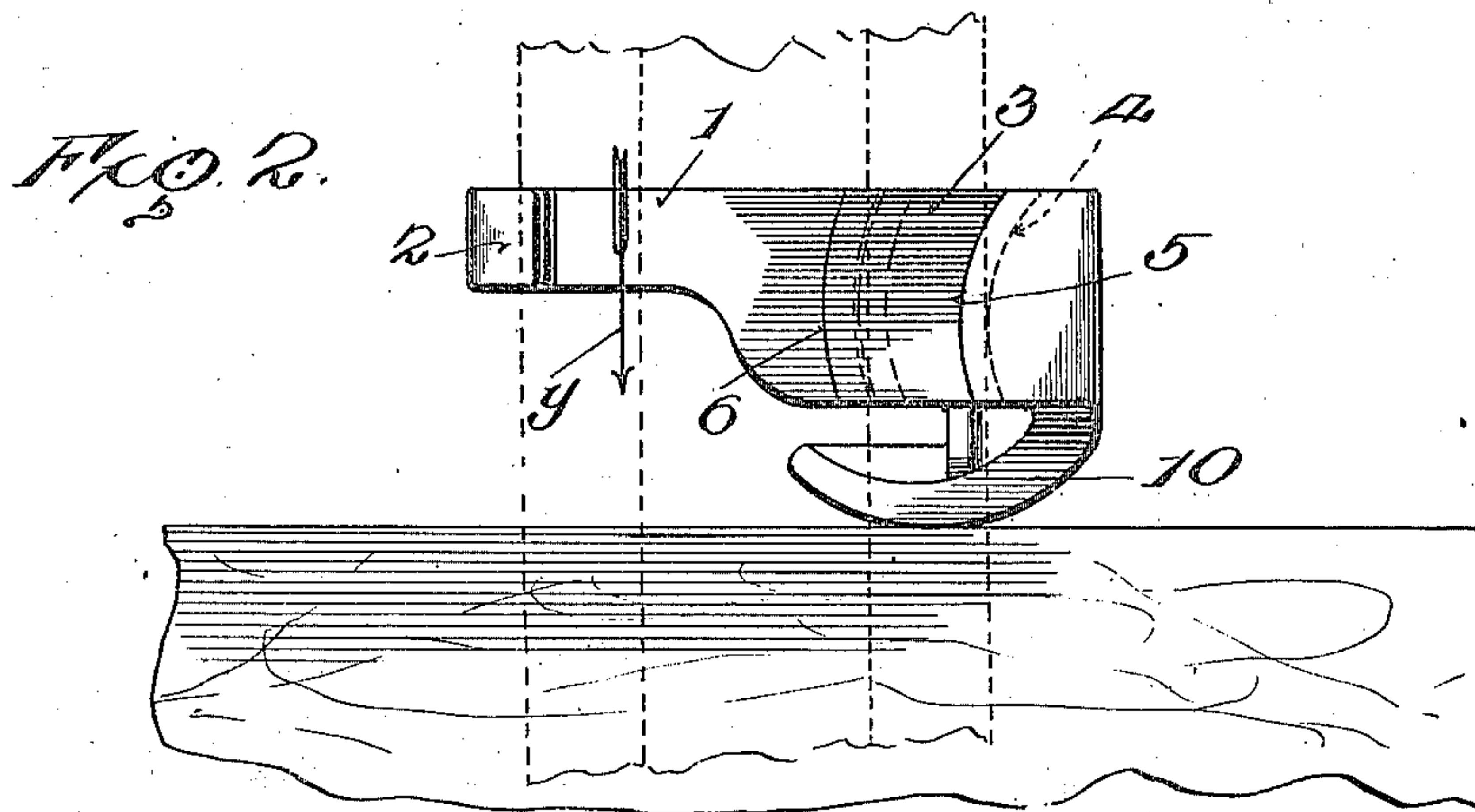
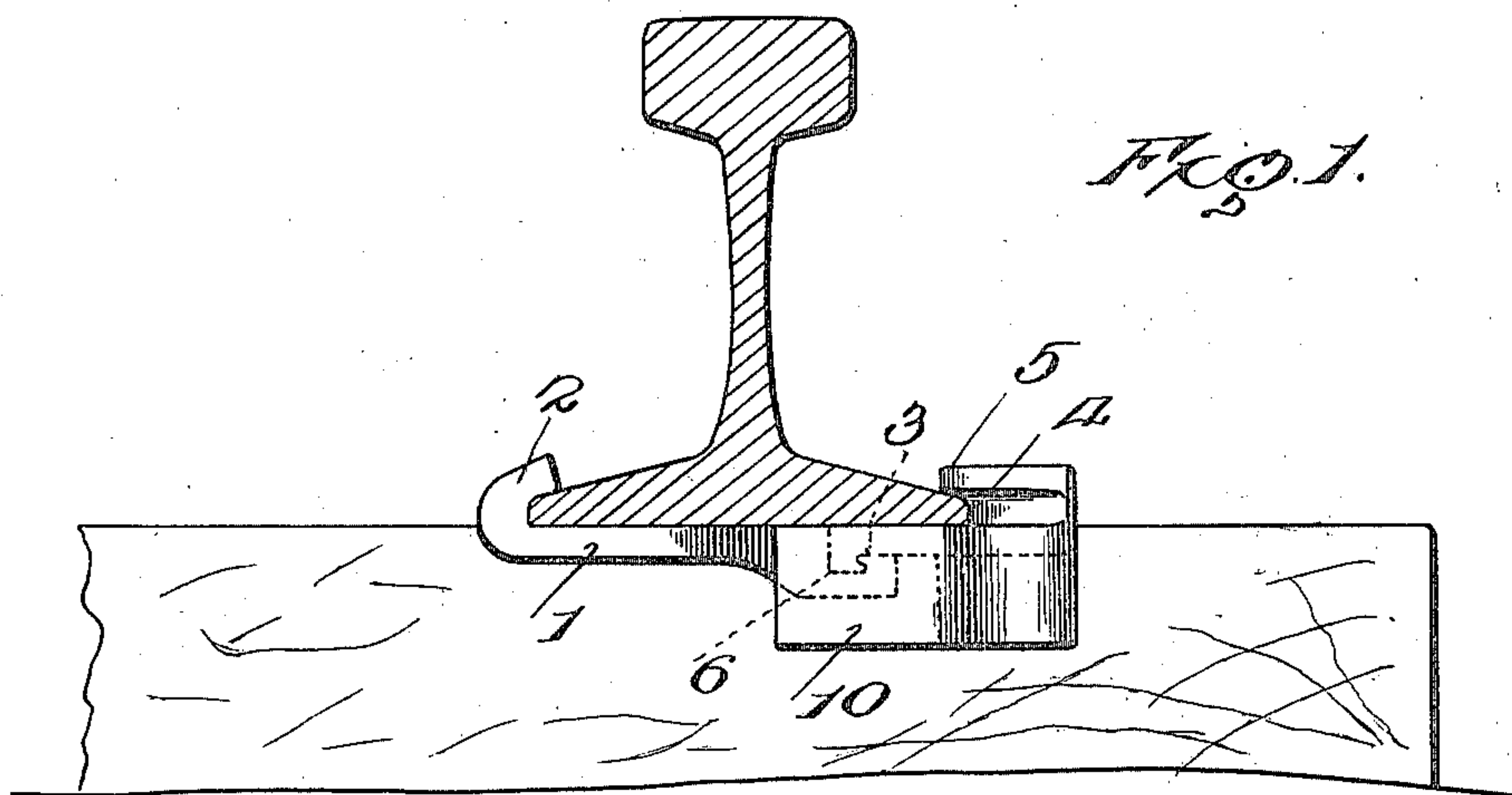


E. M. SMITH.
 ANTICREEPING DEVICE FOR RAILS.
 APPLICATION FILED MAR. 18, 1910.

983,942.

Patented Feb. 14, 1911.



Witnesses
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UNITED STATES PATENT OFFICE.

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ANTICREEPING DEVICE FOR RAILS.

983,942.

Specification of Letters Patent. Patented Feb. 14, 1911.

Application filed March 18, 1910. Serial No. 550,098.

To all whom it may concern:

Be it known that I, EDGAR M. SMITH, a resident of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Anticreeeping Devices for Rails; and I 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.

The object of this invention is to provide an improved, simple and highly efficient anti-creeper for railway rails which will increase its hold on a rail as the latter slides or creeps in one direction.

The invention will be hereinafter fully set forth and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is an elevation. Fig. 2 is a plan view, and Fig. 3 is a view in perspective.

In carrying out my present invention the device is composed of two coöperating clamping members, the member 1 having at one end an upturned lip 2 for engaging the base of a rail at one side thereof, while the other member 3 has a cam-surface 4 for engaging the edge of the rail base at the other side thereof, and a flange 5 for overhanging such edge. The two members are united in such manner that as the wedging action of cam 4 on the rail base is increased the hold of lip 2 of the other member will be correspondingly increased. For the purpose of bringing about this result, and avoiding the use of small separate parts which are liable to become displaced, I form a tongue and groove connection between the two parts, a groove 6 being formed in the upper face of part 1 and a tongue 7 on the underside of part 3, and in this tongue I also form a groove 8 to receive a lip 9 of part 1 so as to thereby avoid all danger of the parts being separated. The groove 6 and tongue 7 are concentric, and the radius of the arc thereof is considerably greater than that of cam 4, and is struck from a different center, being at the longitudinal center of member 3.

The clamping member 3 is provided with a suitably braced curved arm 10 which is located at one side of the clamp. This arm

is designed to contact with an adjacent rail sleeper, consequent upon creeping of the rail. When this occurs clamping member 1 will be caused to move relatively to clamping member 3, in the direction of arrow Y, Fig. 2, and by reason of the wedging action of cam 4 on one side of the rail base and the concentric connection between the two clamping members, the hold of member 3 will be increased, thus making the grip on the rail tighter, the extent thereof being dependent upon the force of the pressure against arm 10.

It will be seen that the increased grip of the clamp is brought about by the creeping of a rail, and this results in the curved arm being pressed against the sleeper which, in turn, is held by the ballast. In proportion as the rail creeps the hold of the device on the rail is increased.

I claim as my invention:

1. An anti-creeper for rails comprising two clamping members, one engaging one side of a rail base, and the other having a cam to engage the other side of the rail base, and an arm for engaging a rail-sleeper, said clamping members being united by concentric engaging portions.

2. An anti-creeper for rails comprising two clamping members, one engaging one side of a rail base, and the other having a cam for engaging the other side of the rail base, and also having an arm at one side thereof for engaging a rail-sleeper, and a concentric tongue-and-groove connection between said members.

3. An anti-creeper for rails comprising two members for engaging opposite sides of a rail base, one member having a curved groove and the other a correspondingly curved tongue fitted in said groove, one of said members having a cam for engaging the rail base and a curved arm at one side thereof for engaging a sleeper, the radius of the curvature of the connecting tongue-and-groove being different from the radius of the cam.

4. An anti-creeper for rails comprising two clamping members, one being hooked at one end to engage one side of a rail base, and the other having a cam to engage the other side of the rail base, a flange projecting over

such base, a curved arm at one side of said
second member for engaging a rail-sleeper,
and a curved tongue-and-groove connection
between the two members, said groove hav-
5 ing a lip and said tongue a groove to receive
said lip.

In testimony whereof, I have signed this

specification in the presence of two subscrib-
ing witnesses.

EDGAR M. SMITH.

Witnesses:

ROBERT S. ANDERSON,
THOMAS J. LUNELL.