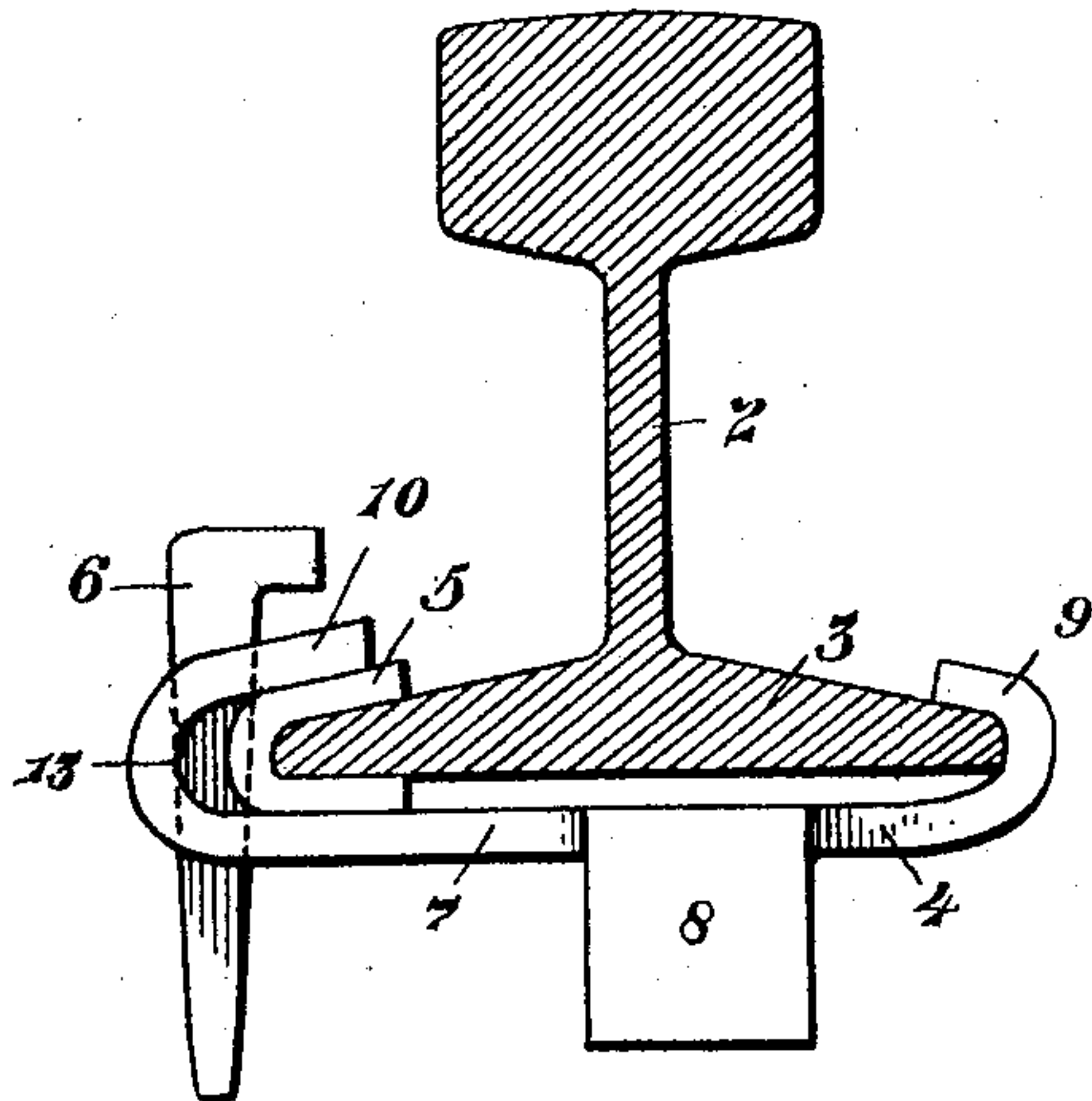


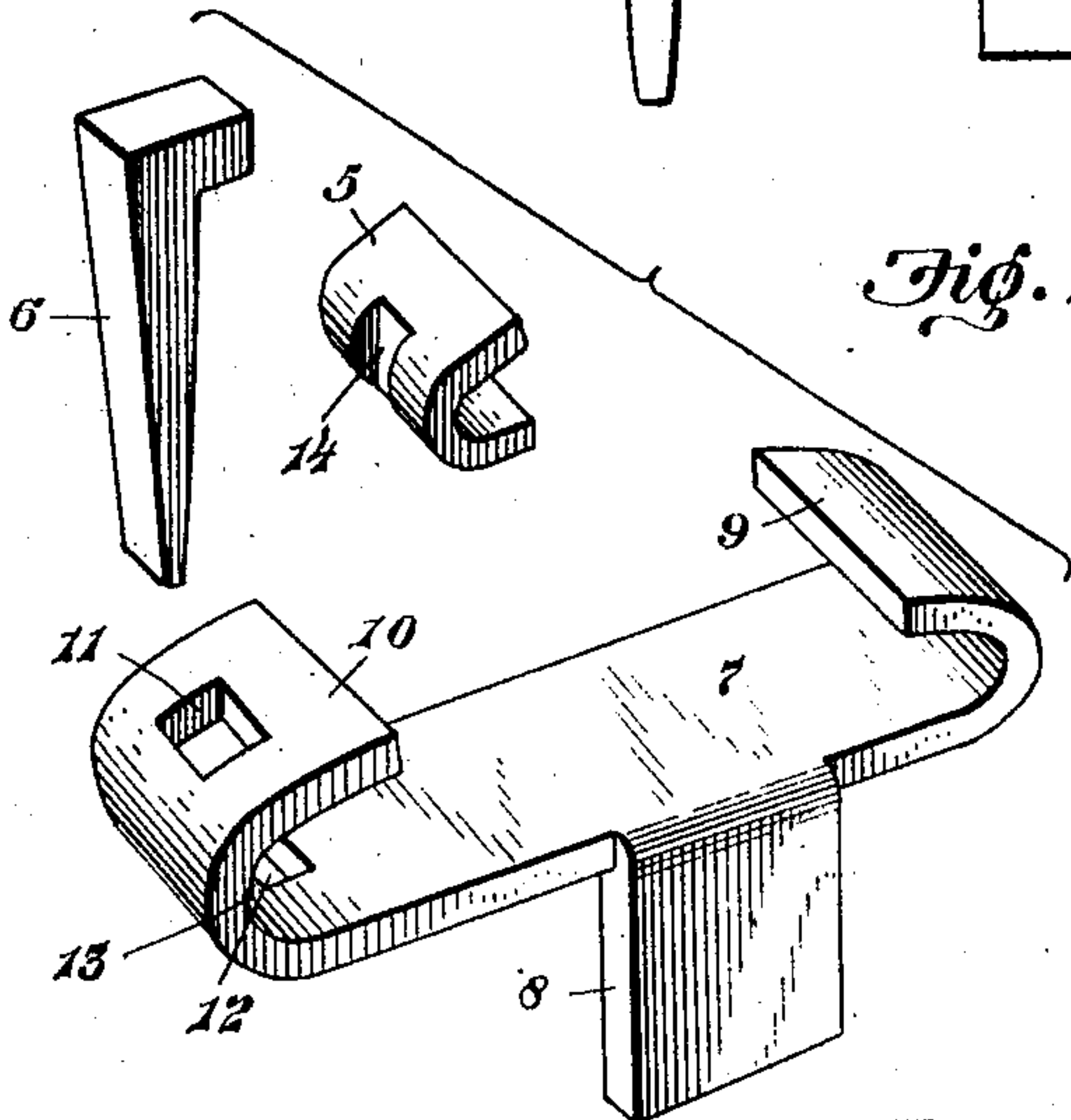
J. J. QUINLAN.  
 ANTICREEPER FOR RAILWAY RAILS.  
 APPLICATION FILED JAN. 14, 1911.

986,860.

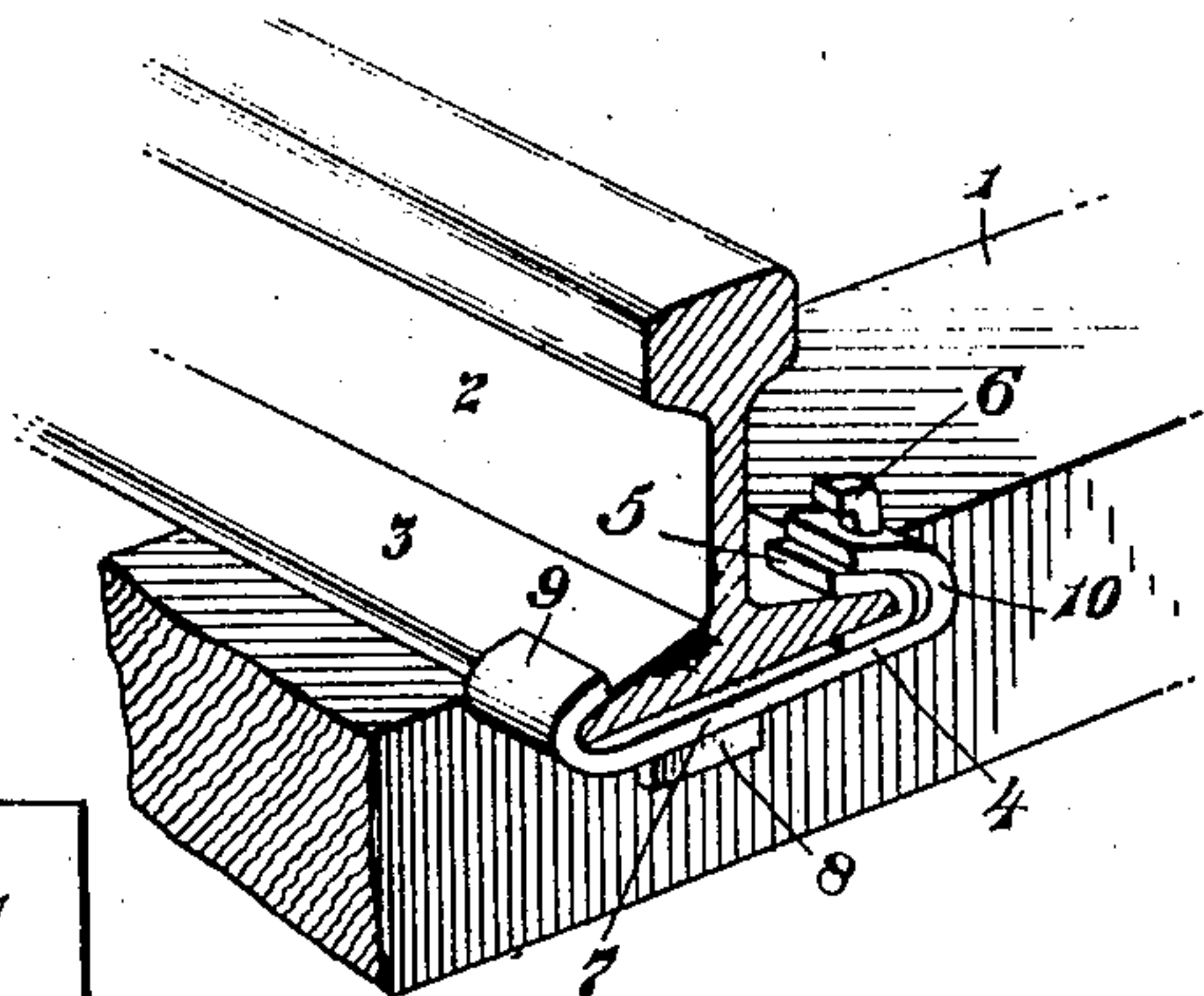
Patented Mar. 14, 1911



*Fig. 1.*

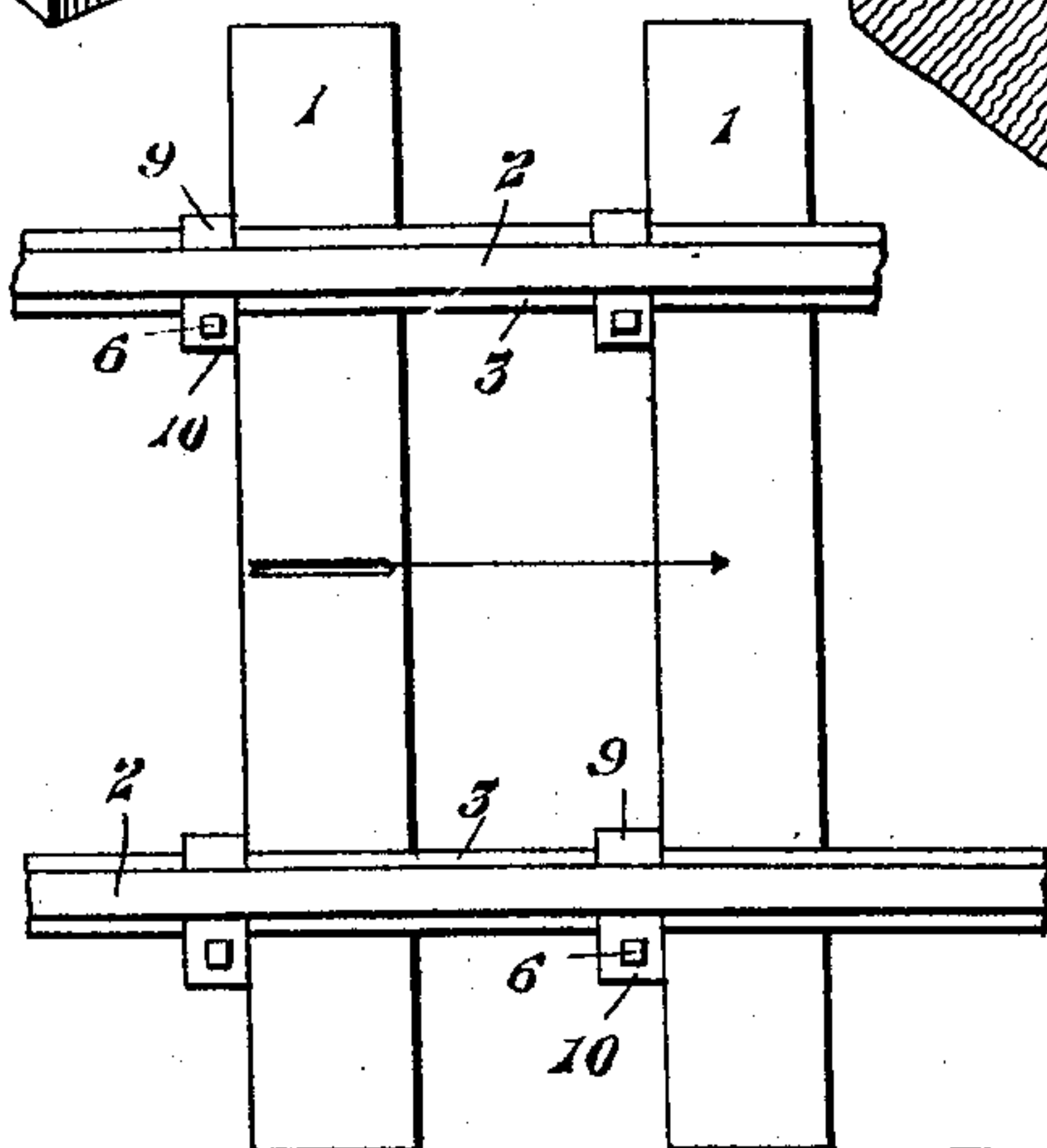


*Fig. 2.*



*Fig. 3.*

*Fig. 4.*



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# UNITED STATES PATENT OFFICE.

JOSEPH J. QUINLAN, OF ALLIANCE, OHIO.

ANTICREEPER FOR RAILWAY-RAILS.

986,860.

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

Application filed January 14, 1911. Serial No. 602,637.

*To all whom it may concern:*

Be it known that I, JOSEPH J. QUINLAN, a citizen of the United States, residing at Alliance, in the county of Stark and State of Ohio, have invented a new and useful Anticreeper for Railway-Rails, of which the following is a specification.

My invention relates to devices adapted to be attached to the rails of a railway track for the purpose of staying or anchoring said rails to prevent longitudinal creeping of the same. Such longitudinal movement or creeping of railway rails is a common and well known source of annoyance and danger and various devices have heretofore been suggested for preventing such creeping. These devices have, however, usually been either complicated in construction, expensive to manufacture or inefficient.

The objects of my invention are, to generally improve devices of the character mentioned, and to provide an anti-creeper which will be simple in construction, cheaply made, very readily attached to the rails and thoroughly effective in accomplishing its purpose. These objects, together with other objects readily apparent to those skilled in the art, I attain by the construction illustrated in the accompanying drawings, although my invention may be embodied in other forms, the construction illustrated being chosen by way of example.

In the drawings Figure 1 is a transverse sectional view of a railway rail showing one of my invented anti-creeper attached thereto. Fig. 2 is a perspective view of one of my anti-creeper, showing the grip and pin detached from the anti-creeper proper. Fig. 3 is a perspective view of a portion of a railway tie and rail with one of the anti-creeper in place. Fig. 4 is a plan view of a fragmentary portion of a railway provided with my anti-creeper.

Throughout the several views similar reference numerals indicate similar parts.

The numeral 1 indicates a railway tie which may be of wood or other material as desired.

The numeral 2 indicates a railway rail which is of the usual construction and includes a base or flange portion 3 adapted to rest upon the ties.

The anti-creeper consists of a main body portion 4, grip 5 and a tapered pin 6. The main body portion comprises a yoke 7 adapted to be arranged transversely under the

base 3 of the rail and having an integral, depending tie engaging lug 8, the upwardly curled base engaging flange 9 and the upwardly curled grip holding flange 10. The flange 9, as clearly illustrated in Figs. 1 and 3 is curved upwardly and inwardly to produce a hooked construction adapted to engage the edge of the base 3 of the rail, with the free end of the hook lying on the upper side of said base. The yoke 7 is of such length as to extend transversely beyond the opposite edge of the base 3 from that engaged by the flange 9, the grip holding flange 10, however, curving upwardly and inwardly, forming a hook shaped construction; the free end of said hook overlying the upper face of the base 3 and being spaced therefrom. Extending vertically the apertures 11 and 12 are arranged in the upper and lower sides of the flange 10, the aperture 12 being located substantially at the point where the yoke 7 terminates and the said flange 10 begins and the outer sides of said apertures being substantially in line with the inner side of the flange 10 at 13.

The grip 5 consists of a broad, flat piece of metal bent into the form clearly illustrated in Figs. 1 and 2 and being U-shaped in cross-section. This grip is adapted to fit over the edge of the base 3 opposite that which is engaged by the flange 9, the two arms of the said grip lying on the upper and lower sides of the base 3 as clearly illustrated in Fig. 1. Externally, at the base of the U and about midway between the longitudinal edges of the grip is a squared notch 14 adapted to accommodate the square tapered pin 6.

In attaching my anti-creeper to a rail the device is turned with the lug 8 adjacent the side of a tie, as illustrated in Fig. 3 and the end of the device provided with the flange 9 is extended under the base of the rail until the said flange 9 is in position to engage the edge of said base. The flange 9 is then arranged over one of the edges of the base as shown in Fig. 1 and the grip 5 slidably entered between the flange 10 and the opposite edge of the base and moved into the position illustrated in Fig. 1, where the edge of the base 3 is shown located between the spaced arms of said grip. The tapered pin 6 is then arranged in the apertures 11 and 12, the said pin fitting into the square notch 14 to prevent displacement of the grip 5 and to give greater surface for frictional engagement between the pin 6 and said grip. The device



should then be moved longitudinally of the rail, if necessary, until the lug 8 snugly engages the side of the tie, whereupon the pin 6 may be driven down with a sledge or the like whereby by reason of its tapered construction, the base 3 will be tightly clamped between the grip 5 and the flange 9, the firmness of the clutch of the device depending upon the degree of tightness to which the pin 6 is driven.

It should be noted that the apertures 11 and 12 are sufficiently wide to permit the pin 6 to be driven down its full extent and to exert all the pressure upon the grip 5. By reason of the slim taper of the pin 6 very great clamping force upon the base 3 may be exerted and the device thus held in firmly fixed position upon the rail by reason of the frictional grip or clasp produced.

Anti-creeper of my invented construction may of course be arranged upon the rails on either or both sides of the ties in accordance with requirements. In Fig. 4 the devices are arranged to prevent creeping of the rails in the direction indicated by the arrow in said figure.

When it is desired to remove one of my anti-creeper such removal may be conveniently accomplished by driving the pin 6 upwardly, as will be readily understood.

My anti-creeper, it will be noted, can be attached at any point along a rail and requires no cutting of the rail to accomplish its attachment. At the same time it produces no injurious effect upon the rail and when removed leaves no cut or weakened portion. Thus it will be seen that by my invented device herein described are successfully accomplished all of the objects above set forth.

I claim:

1. An anti-creeper for railway rails comprising a main body portion having a yoke adapted to be arranged transversely under the base of a rail, said yoke provided with an integral, depending tie engaging lug, said yoke provided at one end with an integral rail base engaging flange adapted to engage one side edge of the base of the rail, the other end of the yoke provided with an integral, upwardly curled grip holding flange, vertically disposed apertures in said grip holding flange spaced from the edge of said rail, a grip adapted to engage the edge of the rail base, said grip adapted to be arranged intermediate said apertures and said base, and tapered means arranged in said apertures and in engagement with said grip for clamping said rail base between said rail base engaging flange and said grip.

2. An anti-creeper for railway rails comprising a main body portion, a grip and a tapered pin, the main body portion provided with a yoke adapted to be arranged transversely under the base of a rail and having

an integral, depending, tie engaging lug, said yoke provided at one end with an upwardly curled rail base engaging flange adapted to engage the edge of the base of the rail, the other end of the yoke provided with an upwardly curled grip holding flange, said grip comprising a broad, flat piece of metal bent into a form U-shaped in cross-section, said grip having arms adapted to include between them the edge of the base of the rail opposite that engaged by the said base engaging flange, said grip so arranged within the said grip holding flange, said grip holding flange provided with vertically disposed apertures, a tapered pin arranged in said apertures and in engagement with said grip, and said pin adapted to be driven through said apertures, whereby the base of the rail may be clamped between said base engaging flange and said grip.

3. An anti-creeper for railway rails comprising a main body portion, a grip and a tapered pin, the main body portion provided with a yoke adapted to be arranged transversely under the base of a rail and having an integral, depending, tie engaging lug, said yoke provided at one end with an integral rail base engaging flange adapted to engage one side edge of the base of the rail, the other end of the yoke provided with a grip holding flange, said grip holding flange curved upwardly and inwardly and forming a hooked shaped construction, the free end of said hook overlying the upper face of the base of the rail and being spaced therefrom, the upper and lower sides of said grip holding flange provided with vertically disposed, aligned apertures, the said apertures being located substantially at the point where the yoke terminates and the said grip holding flange begins, the outer sides of said apertures being substantially in line with the inner side of said grip holding flange at the outermost curved portion thereof, said grip adapted to engage the opposite side edge of the rail base, said grip arranged intermediate said apertures and said rail base, and tapered means arranged in said apertures and in engagement with said grip for clamping said rail base between said rail base engaging flange and said grip.

4. An anti-creeper for railway rails comprising a main body portion having a yoke adapted to be arranged transversely under the base of a rail, a grip and a squared tapered pin, said yoke provided with an integral, depending, tie engaging lug, said yoke provided at one end with an integral rail base engaging flange adapted to engage one side edge of the base of the rail, the other end of the yoke provided with an integral, upwardly and inwardly curled grip holding flange, said grip having arms adapted to include between them the edge of the base of the rail opposite the edge en-



gaged by the said base engaging flange, said grip provided externally with a squared notch adapted to receive said squared tapered pin, said grip arranged within said  
5 grip holding flange and in engagement with said rail base, said grip holding flange provided with vertically disposed aligned apertures, said pin arranged in said apertures and located in said squared notch, the said  
10 pin adapted to be driven, wedge fashion,

through said apertures, whereby to clamp the base of the rail between said base engaging flange and said grip.

In testimony that I claim the above, I have hereunto subscribed my name in the presence of two witnesses.

JOSEPH J. QUINLAN.

Witnesses:

RICHARD McELROY,  
ARTHUR W. MOMS.

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."

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