L. O. HENGGI.

CREEP CHECK.

APPLICATION FILED AUG. 19, 1915.

1,167,299.

Patented Jan. 4, 1916.

FIG. 1.

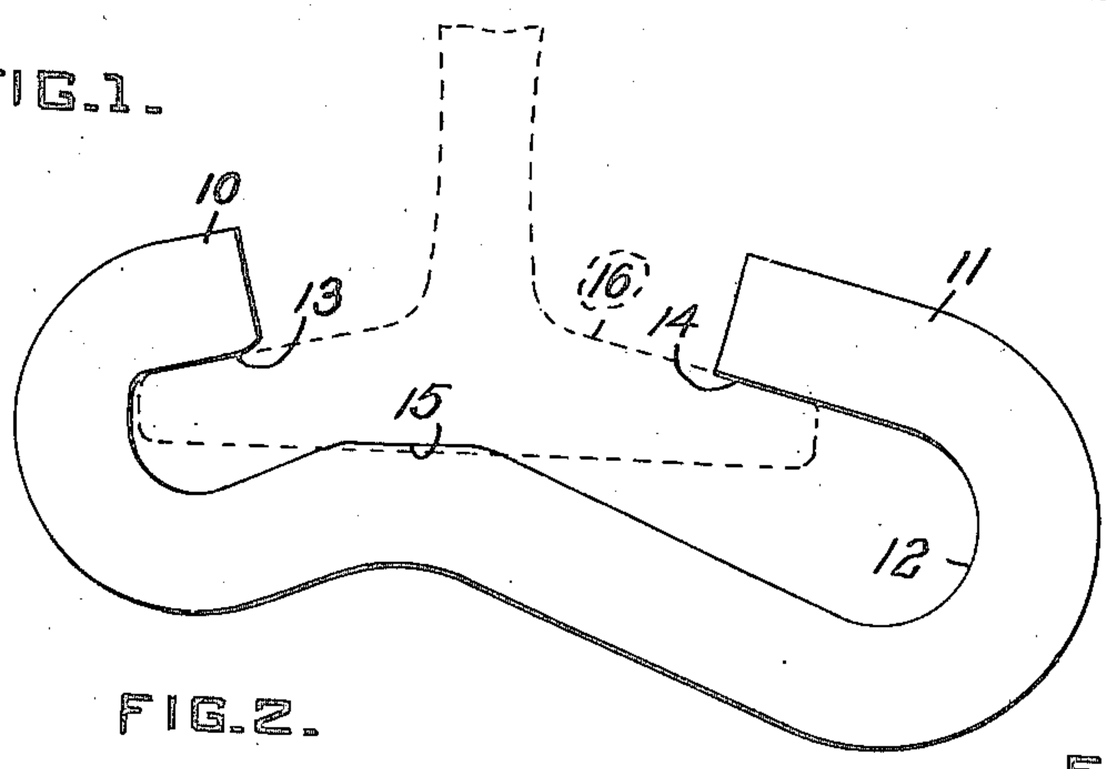


FIG. 2.

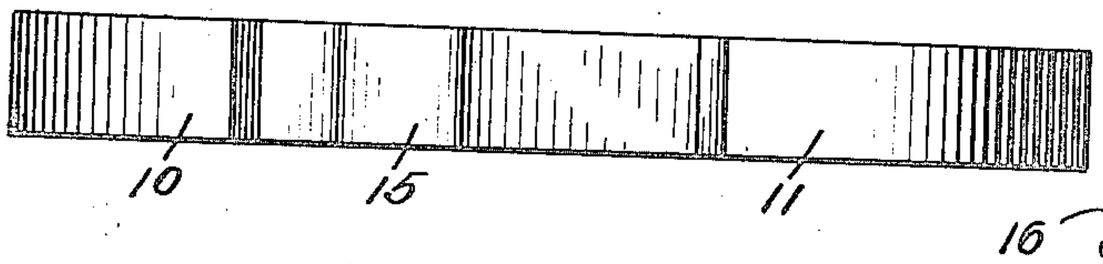


FIG. 3.

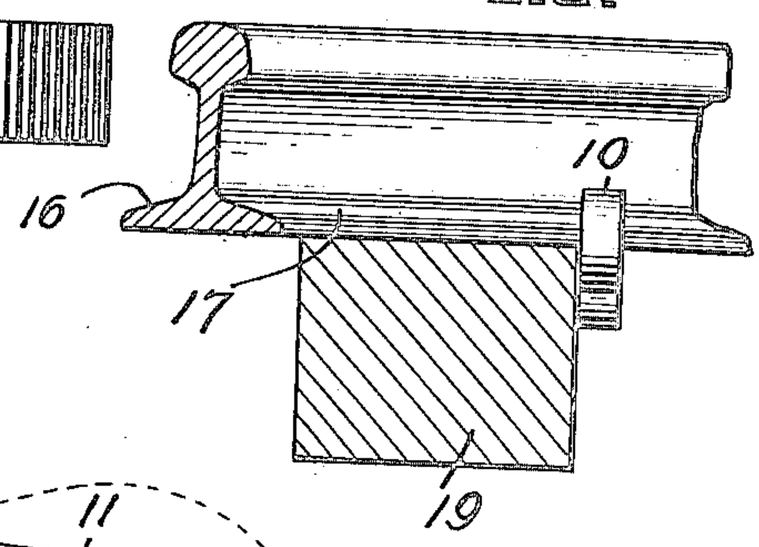


FIG. 4.

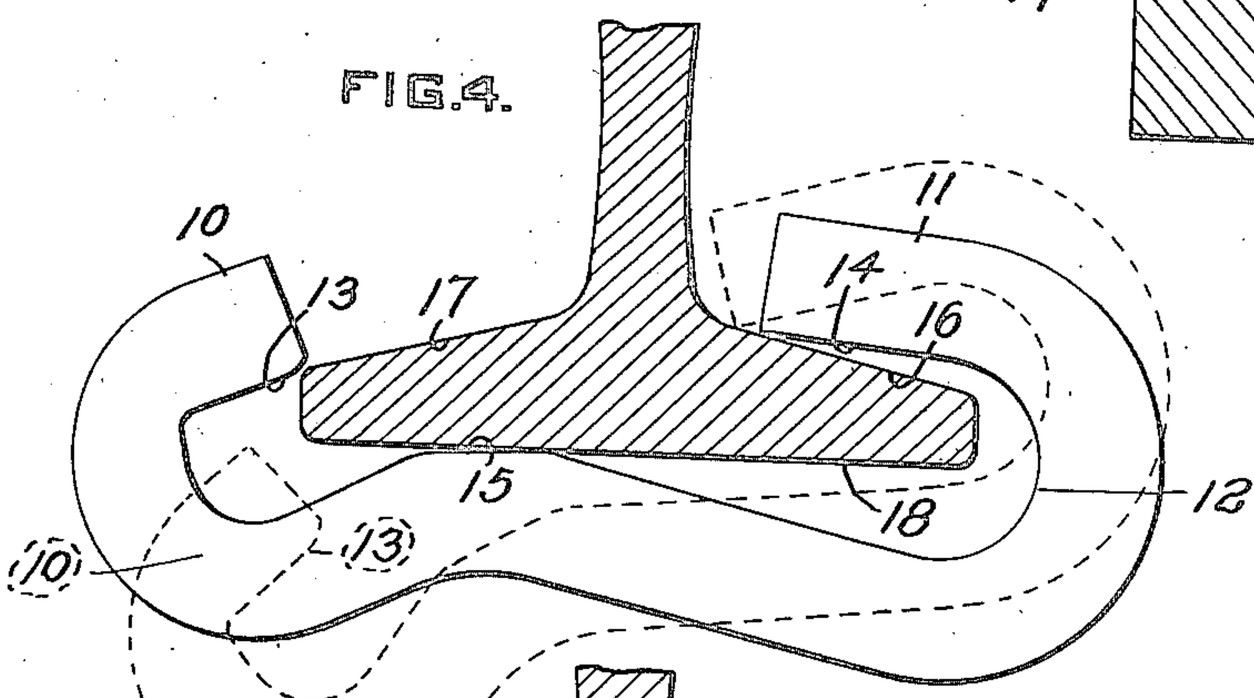
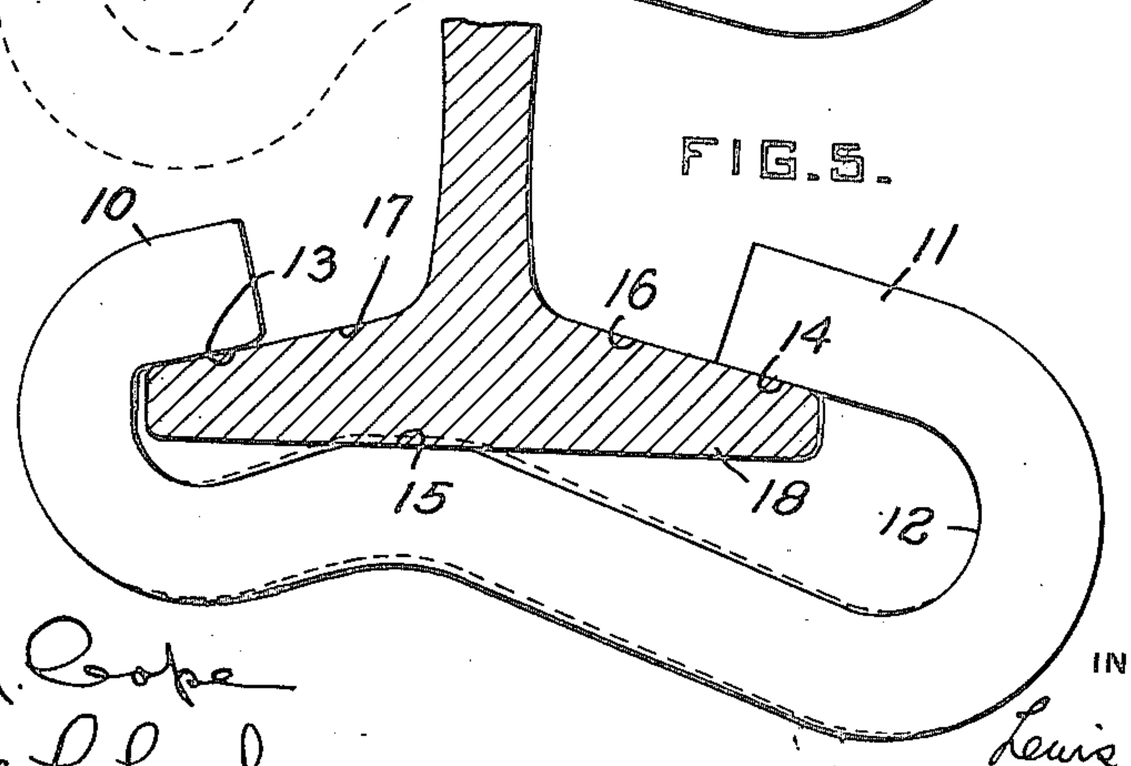


FIG. 5.



WITNESSES

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LEWIS O. HENGGI, OF OAKMONT, PENNSYLVANIA.

CREEP-CHECK.

REISSUED

1,167,299. Specification of Letters Patent. Patented Jan. 4, 1916.

Continuation in part of application Serial No. 825,244, filed March 17, 1914. This application filed August 19, 1915. Serial No. 46,258.

To all whom it may concern:

Be it known that I, LEWIS O. HENGGI, a citizen of the United States, and a resident of Oakmont, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improvement in Creep-Checks; and I do hereby declare the following to be a full, clear, and exact description thereof.

My invention pertains to creep-cheeks, that is to say devices for preventing railroad rails from creeping longitudinally of the tracks.

It is one of the objects of my invention to produce a creep-check which will be easy of manufacture and which will retain its position on the rail and perform its functions, regardless of whether changes, vibration and jarring of the rails, etc.

It is another object of my invention to provide a creep-check in which the work required in applying it to a rail, or removing it from a rail, will be a minimum.

Other and further objects of the invention will appear from the following specification, taken in connection with the appended claims.

In order that my invention may be fully understood, I have described, by way of example, one embodiment thereof in the following specification, and shown the same in the accompanying drawing, in which:

Figure 1 is a side elevation of a creep-check constructed in accordance with my invention; Fig. 2 is a plan of the same; Fig. 3 is an end view of the creep-check, showing the same applied to a rail; Fig. 4 is a side elevation showing, in broken lines, one step in applying the creep-check to a rail base, and, in full lines, a succeeding step; and Fig. 5 is a side elevation showing the creep-check in place on the rail base.

Like reference characters refer to like parts throughout the following specification and the several figures of the drawing.

The form of creep-check shown in the drawing consists of a steel bar, rectangular in cross-section, the ends of which are bent over to form hook-shaped jaws 10 and 11 respectively. The jaw 11 is substantially twice as long as the jaw 10, and its open portion 12 is somewhat wider than that of the jaw 10. The inner surfaces 13 and 14 of the jaws 10 and 11 approach each other at substantially the same angle as the top surfaces of the rail base approach each other. That is to say, when the creep-check is to be used with a 13 degree rail base, the jaw surfaces 13 and 14 approach each other at substantially 174 degrees. Intermediate its ends, and nearer the jaw 10 than the jaw 11, the body portion of the creep-check is bent inwardly so as to form a seat 15. The proportions and shape are such that the seat 15 will be within the line which would be formed by the bottom surface of the rail base, if the top surfaces of the rail base be made to coincide with the jaw surfaces 13 and 14. This will be readily understood from Fig. 1, in which a rail base is indicated in dotted lines, 16 and 17 designating right and left hand top surfaces respectively, and 18 designating the bottom surface. It will be seen that with the jaw surfaces 13 and 14 coinciding with the rail base surfaces 16 and 17, the creep-check seat 15 is within the line formed by the rail base bottom surface 18. The seat 15 is also substantially parallel with the line formed by the surface 18. In other words, for a 13 degree rail, the seat 15 is disposed at an angle of substantially 13 degrees with respect to the jaw surfaces 13 and 14.

In applying the creep-check to a rail, the end jaw 11 is first hooked over the rail base, so that its end engages with the top of one of the upper base surfaces, in the drawing the surface 16 (broken lines Fig. 4). The creep-check is then swung upwardly until its seat 15 engages against the rail surface 18 and the end of the jaw 10 engages the bottom part of the rail surface 17 (full lines Fig. 4). It will be seen that the jaw 10 cannot be moved, from the position shown in Fig. 4, farther up the rail base without distortion of the creep-check.

The operation of applying the creep-check is completed by driving the jaw 10 upward on the rail base by means of a sledge hammer or the like, the final position of the creep-check being as shown in Fig. 5. The broken lines in Fig. 5 indicate the original shape of the creep-check; and it will be seen that, in driving the jaw 10 onto the rail base, the metal of the creep-check has been strained apart. The tendency of the creep-check to return to its original shape results in an extremely strong gripping action on the rail base, such gripping action being more than sufficient to hold the creep-check in position in spite of any vibration to which the rail may be sub-

jected, and in spite of weather changes or the like.

The creep-check is placed in position so as to abut against a tie, designated 19 in Fig. 3, at that side of the tie which is opposed to the direction in which the rail will tend to creep. By its engagement with the tie, the creep-check prevents any longitudinal movement of the rail.

The creep-check described above is extremely simple and easy of manufacture. It can be applied to a rail base in less than a minute, and can be removed equally quickly by striking the end 11 of the creep-check with a sledge hammer or the like. After having been thus removed, the creep-check can be used over again, if desired. When once applied to a rail base, there is no liability of the creep-check to become loose or to shift endwise on the rail.

While I have described in the foregoing specification one form of creep-check embodying my invention, I wish it understood that changes may be made in the details thereof without exceeding the scope of the invention as defined in the appended claims.

What I claim as new and desire to secure by Letters Patent is:—

1. In an anti-creeper, a body having a portion disposed so as to bear against the bottom of the rail base, and a pair of terminal jaws disposed so as to rigidly engage the top of the rail base when said body is forcibly moved transversely of said rail base, and thereby retain the anti-creeper in position on the rail base.

2. An anti-creeper for rails including a bowed body member having an intermediate bearing projection engageable with the bottom face of a rail base, and terminal gripping jaws formed on the body member for securing said anti-creeper to the rail base, said body member being adapted to be moved transversely on the rail base after being applied thereto, whereby the jaws may be tightened or loosened on the rail base.

3. An anti-creeper formed from a single bar of metal bent to form an upwardly bowed body portion and terminal jaws of unequal length.

4. A one-piece creep-check comprising a body having portions for engaging and gripping the rail base, thereby to secure the creep-check on the rail base, said portions being arranged and disposed so as to permit of distortion of the creep-check within its elastic limit to effect such engagement, one of said portions being extended outwardly to form an interior clearance, thereby to permit the creep-check to be first placed in position on said rail base and then distorted so as to effect such gripping engagement.

5. A creep-check comprising a member having the ends thereof bent to form a body portion and end jaws for engaging the top surfaces of the rail base on either side of the rail thereby to secure the creep-check to the rail base, said body portion being formed with a seat for engaging against the bottom surface of the rail base, and said seat being so disposed with relation to said jaws as to necessitate distortion of the creep-check to allow said engagement.

6. A creep-check comprising a member formed intermediate its ends with a seat portion for engaging the bottom surface of the rail base and bent to form end jaws for engaging the top surfaces of the rail base on either side of the rail thereby to secure the creep-check to the rail base, one of said jaws being extended outwardly to form an interior clearance to permit the preliminary positioning of said member on the rail base, and said seat being so disposed with relation to said jaws as to necessitate distortion of the creep check to allow said engagement.

7. A creep-check comprising a member having the ends thereof bent to form a body portion and end jaws for engaging the top surfaces of the rail base thereby to secure the creep-check to the rail base, one of said jaws being extended outwardly to provide an interior clearance to permit the preliminary positioning of the member on said rail base, said body portion being formed, intermediate its ends and at the side of its center remote from said extended jaw, with a seat for engaging against the bottom surface of the rail base, and said jaws and seat being disposed so as to necessitate distortion of the creep check to allow said engagement.

In testimony whereof, I the said Lewis O. Henggi have hereunto set my hand.

LEWIS O. HENGGI.

Witnesses:
A. D. P. Miller,
Charles G. Cope.