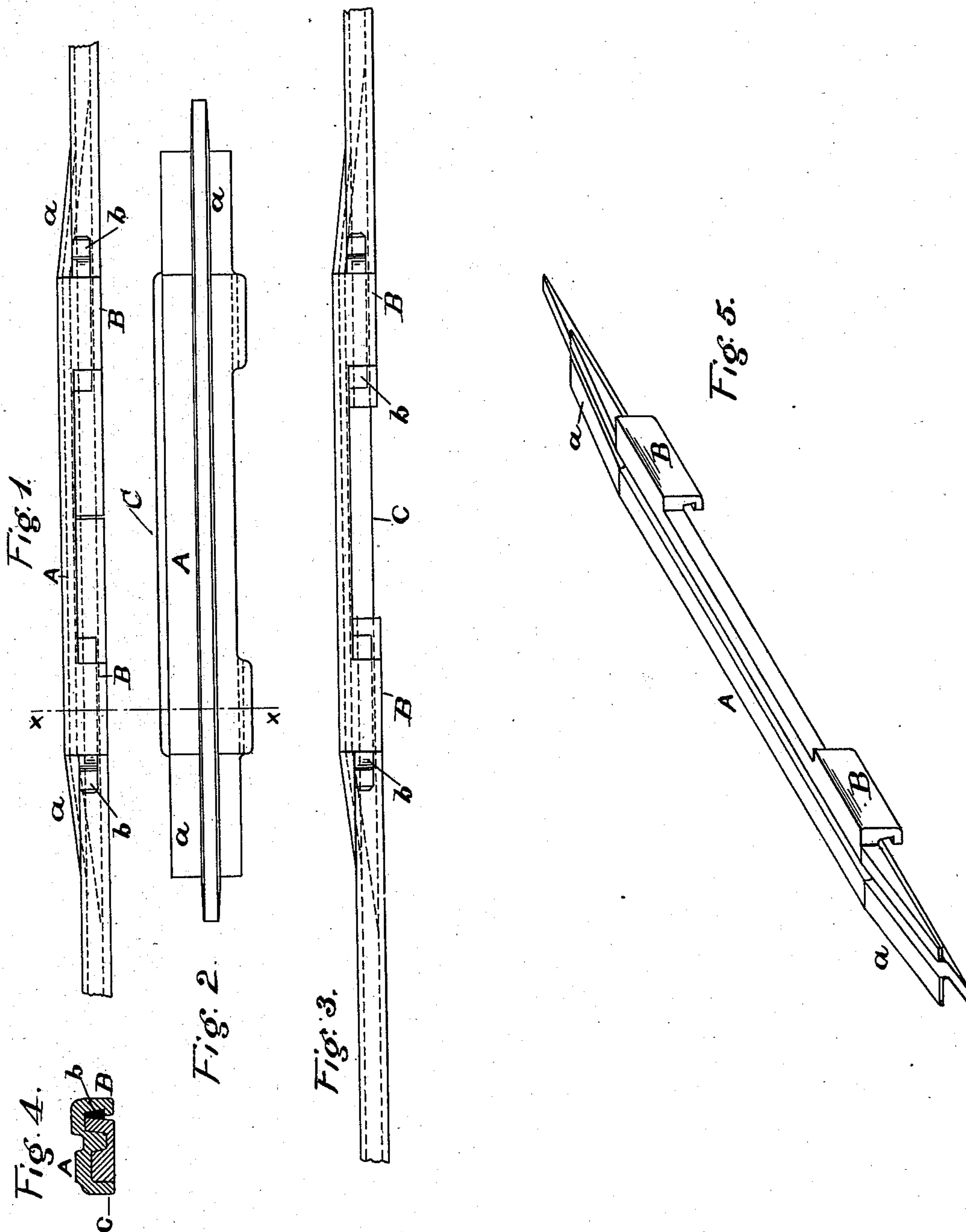


(No Model.)

A. J. MOXHAM.
ADJUSTABLE CLAMP JOINT FOR RAILROAD RAILS.

No. 413,956.

Patented Oct. 29, 1889.



Witnesses:

B. H. Davis.
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UNITED STATES PATENT OFFICE.

ARTHUR J. MOXHAM, OF JOHNSTOWN, PENNSYLVANIA.

ADJUSTABLE CLAMP-JOINT FOR RAILROAD-RAILS.

SPECIFICATION forming part of Letters Patent No. 413,956, dated October 29, 1889.

Application filed August 16, 1889. Serial No. 320,953. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR J. MOXHAM, of Johnstown, in the county of Cambria and State of Pennsylvania, have invented a new and
5 useful Adjustable Clamp-Joint for Railroad-Rails, which invention is fully set forth and illustrated in the following specification and accompanying drawings.

The object of this invention is to provide a
10 joint-piece for use principally in portable connecting tracks and switches which will permit a large adjustment of the rails which it unites or bridges.

In the accompanying drawings, Figure 1 is
15 a side elevation of the joint, showing the rails nearly abutting each other. Fig. 2 is a view in plan of Fig. 1. Fig. 3 is a side elevation of the joint, showing the rails separated some distance apart. Fig. 4 is a cross-section taken
20 through Figs. 1 and 2 at the line *x x*. Fig. 5 is a perspective view of the joint clamp-plate detached.

In said figures the several parts are indicated by reference-letters, as follows:

25 The letter A indicates the clamp proper, having inclined ends *a a*, which permit of the cars running up and down; B B, grooved side lugs; C, a continuous flange on one side, which may, however, if desired, be divided into a
30 series of lugs like the lugs B.

The letters *b b* indicate keys or wedges, by means of which the joint-plate is secured in place to the rails. When these keys or wedges are driven home, the whole plate is clamped
35 to the rails underneath by a side connection which permits the whole structure to lie on

the street-surface. It is evident, however, that the keys *b* could be replaced by set-screws or any other suitable clamping device which would clamp the joint-plate at its extreme
40 outer ends. It is also evident that the device herein described may be adapted for use with any form of upper surface of rail, the shape of the heads of the rails to be joined not being essential.

The clamp-joint herein described presents advantages over those heretofore used of greater simplicity of construction and in admitting of quicker and greater range of adjustment for the same length of joint-plate.
50 By locating the lugs B B at the end of the joint-plate the ends of the rails can be placed underneath said plate a greater distance apart, as it is evident that the ends of said rails cannot be located farther apart than the
55 location of such lugs without the joint being liable to be pulled apart; hence the farther apart these lugs are the greater range of adjustability in the rails joined by these joint-plates.

60 Having thus fully described my said adjustable clamp-joint, as of my invention I claim—

1. A joint clamp-plate for railroad-rails, provided with a side lug to clamp each rail. 65

2. A joint clamp-plate for railroad-rails, provided with a side lug at each end thereof secured to the rails by side keys.

ARTHUR J. MOXHAM.

Witnesses:

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