

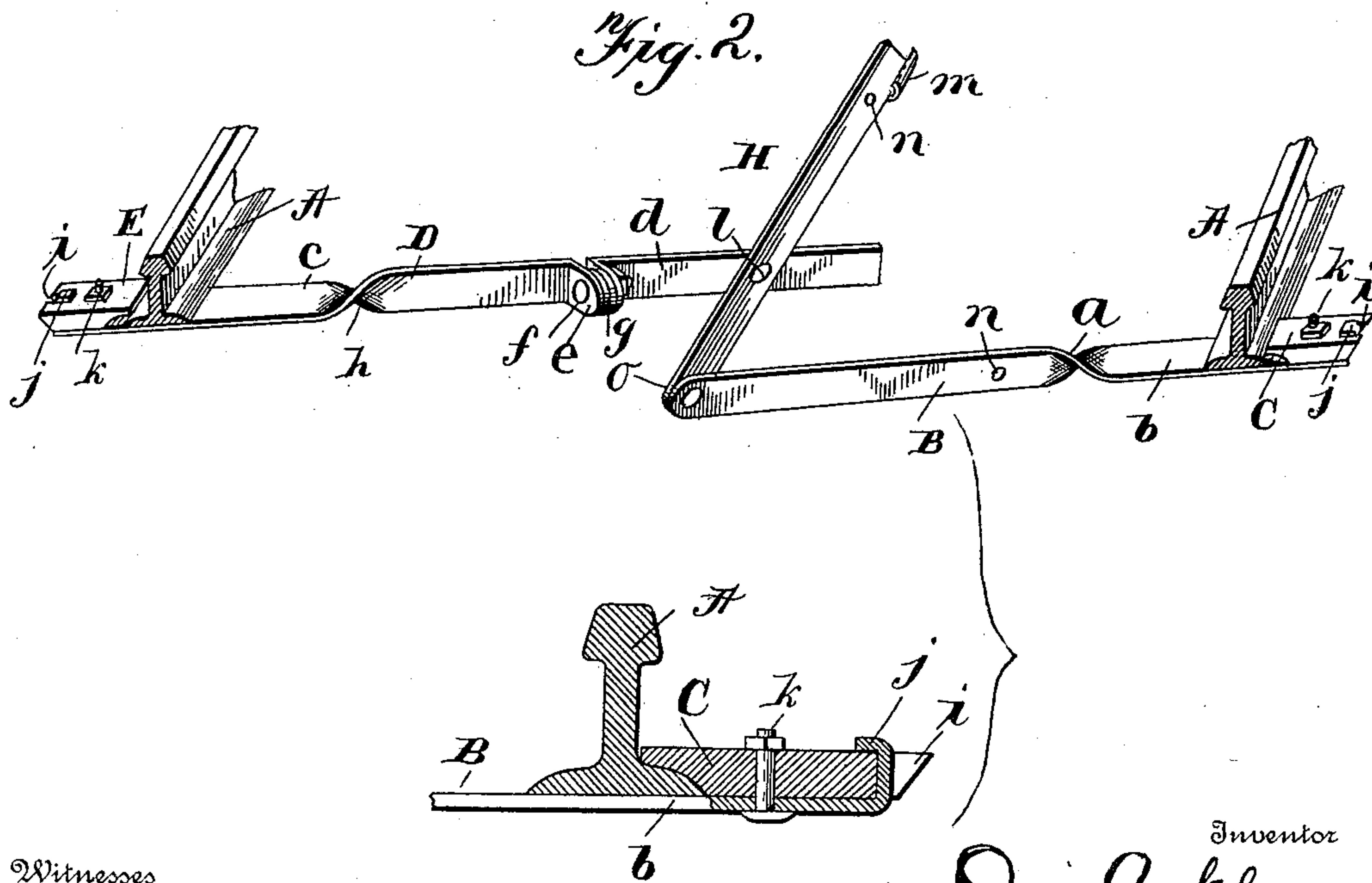
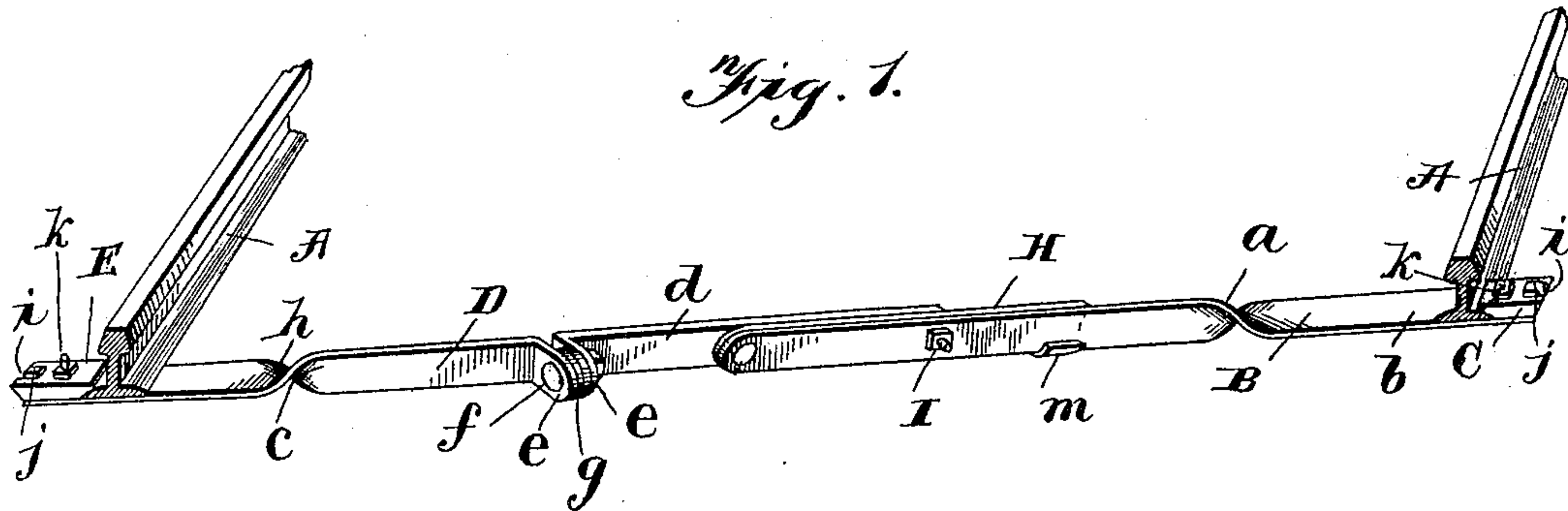
No. 614,359.

Patented Nov. 15, 1898.

**O. ACKLEY.
RAIL HOLDER.**

(Application filed July 25, 1898.)

(No Model.)



Witnesses

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UNITED STATES PATENT OFFICE.

ORIN ACKLEY, OF NEW ALBANY, PENNSYLVANIA.

RAIL-HOLDER.

SPECIFICATION forming part of Letters Patent No. 614,359, dated November 15, 1898.

Application filed July 25, 1898. Serial No. 686,827. (No model.)

To all whom it may concern:

Be it known that I, ORIN ACKLEY, a citizen of the United States, residing at New Albany, in the county of Bradford and State of Pennsylvania, have invented new and useful Improvements in Rail-Holders, of which the following is a specification.

My invention relates to improvements in rail-holders; and it pertains to a device constructed to prevent the spreading of railroad-rails.

The object of my invention is to provide a track-holder to prevent the spreading of railroad-rails, the said holder consisting of two pieces pivotally connected with a closing-lever, one of the pieces pivotally connected to a locking-lever and constructed to be lengthened or shortened, as conditions may require.

In the accompanying drawings, Figure 1 is a perspective view of a track-holder embodying my invention, the same being shown closed. Fig. 2 is a similar view, the device being shown open ready to be closed.

Referring now to the drawings, A indicates the railroad-rails of an ordinary railroad-track.

B is a bar twisted intermediate its ends, as shown at *a*, so that its outer end *b* will be horizontal or flat, while its opposite end will be vertical. The outer extremity of this bar B has bolted thereto a block C, constructed to engage the outer edge of the base of the rail A. D is a second bar, which consists of two pieces *c* and *d*, the inner adjacent ends of these pieces being turned laterally, as shown at *e*, to form ears, and these ears are provided with registering horizontal openings *f*, through which a clamping-bolt is passed. The object of this construction is to permit one or more washers *g* to be placed between these ears for the purpose of lengthening or shortening the bar D, and consequently the device, to adapt it for the varying distances apart of the rails of which the track is composed, according as circumstances may require. The piece *c* of the bar D is twisted near its inner end, as shown at *h*, whereby its outer end is flat or horizontal and its inner end is vertical, as clearly illustrated. The outer extremity of this bar D is provided with a block E, similar to the block C, at the outer end of the bar B, and also constructed to engage the base of the

rail. Each of these blocks C and E is provided at its outer side with a notch *i*, and the outer extremities of the bars B and D are provided with lips or tongues *j*, which are bent upward and around in the said notches. This construction serves to assist the clamping-bolts *k* in holding the blocks in position upon the outer ends of the bars B and D and prevents the blocks from having any pivotal movement upon the said clamping-bolt.

A combined locking and closing lever H is pivoted intermediate its ends at the point *l* near the inner end of the bar D, and one end of this locking-lever is pivotally connected to the inner end of the bar B. The opposite free end of the locking-lever is provided with a laterally and upturned locking lip or projection *m*, which is adapted to catch around under the lower edge of the bar B when the device is closed, as clearly shown in Fig. 1. The bar B and the free end of the locking-lever H are provided with registering openings *n*, through which a clamping-bolt I is passed for the purpose of locking the parts together when the device is closed, as is also illustrated in Fig. 1.

In operation the device assumes the position shown in Fig. 2 and the combined locking and closing lever H is forced downward into the position shown in Fig. 1, which puts the device under tension and holds the rails against spreading, as will be readily understood.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A device of the character described comprising two members having shoulders or blocks at their outer ends for engaging the base of the rails, a locking-lever pivoted at the inner end to the inner end of one member and intermediately pivoted to the inner end of the other member, said locking-lever adapted to swing in a position practically parallel with one of said members, and a locking member for the free end of the locking-lever and the adjacent rail-engaging member, substantially as described.

2. A device of the character described comprising two members constructed at their outer ends to engage the base of the rails, a uniting and locking member at their inner

ends, one of the members composed of two parts, the adjacent ends of the two parts provided with laterally-projecting lips or ears having perforations, and adapted to receive
5 the washer or washers, substantially as and for the purpose described.

3. A device of the character described comprising two members constructed at their outer ends to engage the base of the rails,
10 their inner ends united by a combined locking and closing lever, one of the members formed of two parts, the adjacent ends of the parts provided with a bolt-opening, and constructed to receive between their ends a
15 washer or washers, substantially as and for the purpose described.

4. A device of the character described comprising two members having their outer ends constructed to engage the base of the rails,
20 the said members united at their inner ends by a combined locking and closing lever, the free end of the closing-lever having a laterally-extending locking-lip adapted to engage one of the members, substantially as described.
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5. A device of the character described comprising two members constructed at their outer ends to engage the base of the rails, a locking-lever having one end pivotally connected to one of the members and intermediately pivoted to the other member, the free
30 end of the locking-lever adapted to be swung in a line with the members, and the locking-

lever having a laterally-projecting lip adapted to engage one of the said members for
35 holding it in its closed position, substantially as described.

6. A device of the character described comprising two members constructed at their outer ends to engage the base of the railroad-
40 rails, a locking-lever intermediately pivoted to the inner end of one member and one end of the locking-lever pivoted to the inner end of the other member, the free end of the locking-lever having a laterally-projecting locking-lip, and the locking-lever and one of the
45 members having registering openings, and a locking-bolt passing through the said openings, substantially as described.

7. A device of the character described comprising flat bars twisted intermediate their
50 ends, the outer extremities of the bars constructed to engage the base of the rails, and a combined flat locking and closing lever pivoted at one end to the inner end of one of the
55 members and intermediately pivoted to the inner end of the other member, and means for locking the said lever to the members when closed, substantially as described.

In testimony whereof I have hereunto set
60 my hand in the presence of two subscribing witnesses.

ORIN ACKLEY.

Witnesses:

JOHN CORBIN,
JOHN COON.