

No. 656,758.

Patented Aug. 28, 1900.

A. C. WILLIAMS.

RAIL CLAMP.

(Application filed Nov. 13, 1899.)

(No Model.)

Fig. 1.

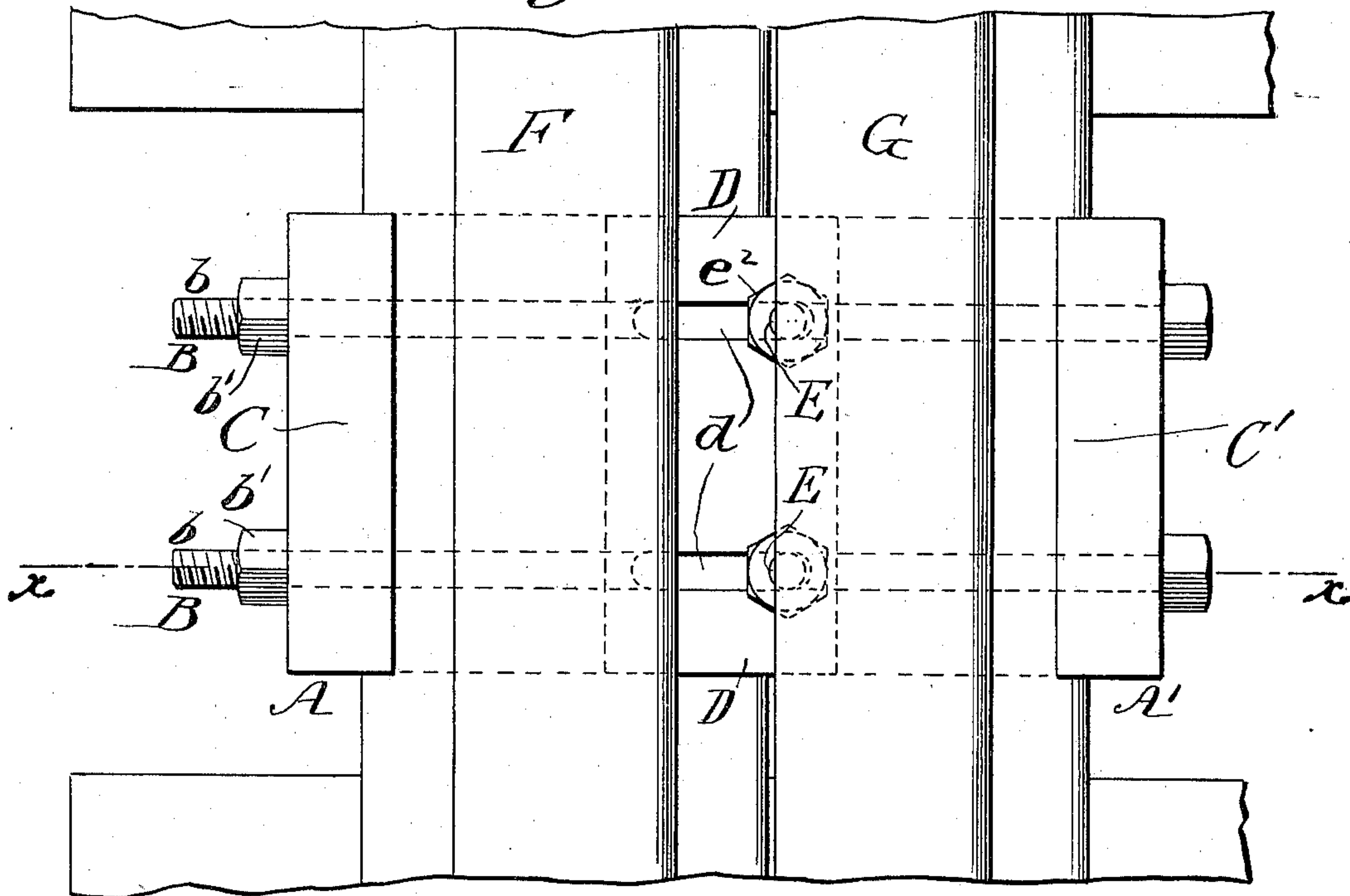
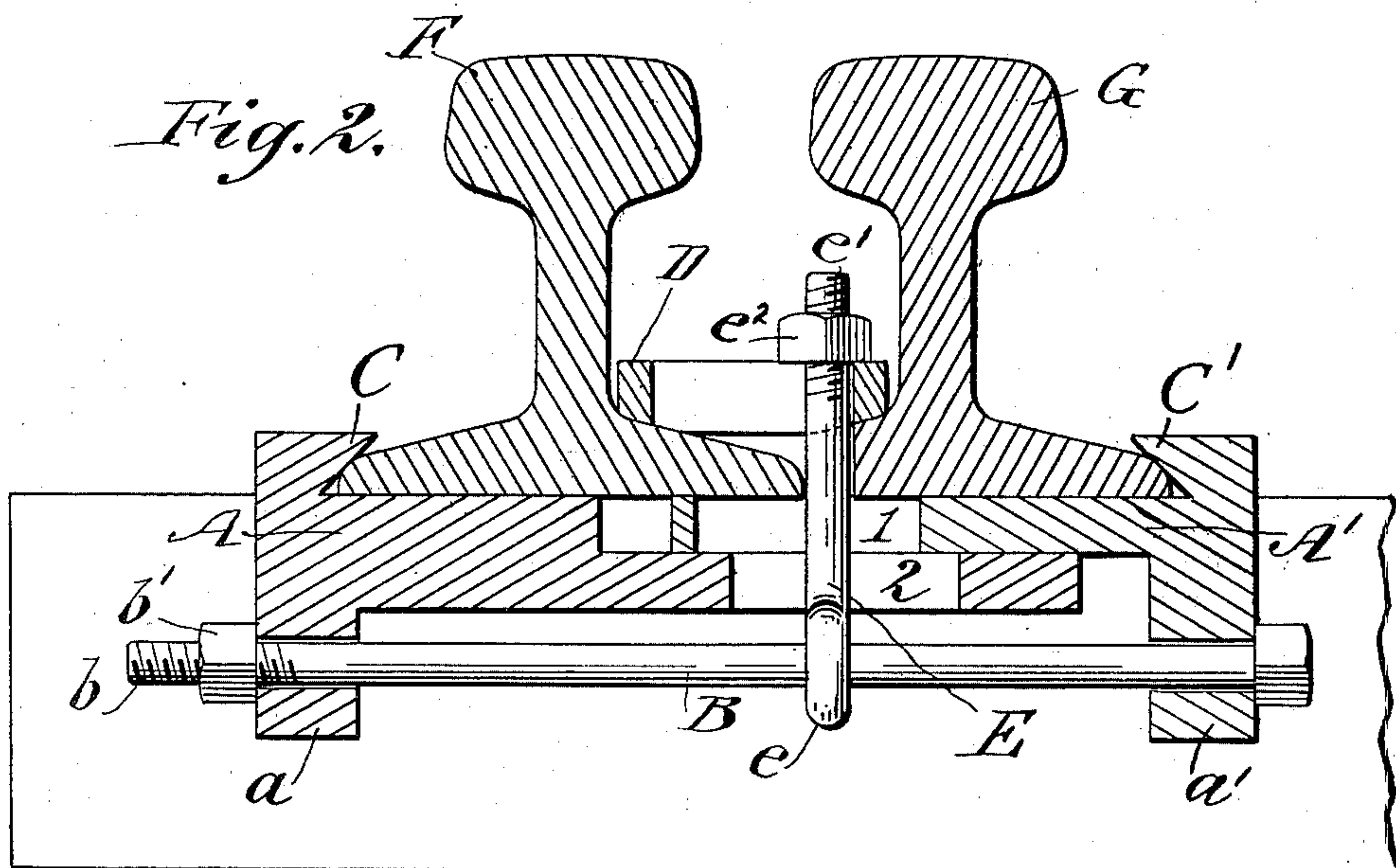


Fig. 2.



WITNESSES:

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AMOS C. WILLIAMS, OF TUCKAHOE, NEW YORK, ASSIGNOR OF ONE-HALF TO
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RAIL-CLAMP.

SPECIFICATION forming part of Letters Patent No. 656,758, dated August 28, 1900.

Application filed November 13, 1899. Serial No. 736,775. (No model.)

To all whom it may concern:

Be it known that I, AMOS C. WILLIAMS, a citizen of the United States and a resident of Tuckahoe, county of Westchester, and State of New York, have invented certain new and useful Improvements in Rail-Clamps, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof, in which similar letters of reference indicate corresponding parts.

This invention relates to improvements in rail-clamps; and the object thereof is to provide a device of this character which is adapted to connect two rail-sections to each other and maintain them in secure parallel relative arrangement, the invention being especially applicable for fastening a guard-rail to a main rail to prevent spreading and turning of the guard-rail.

The invention will be hereinafter fully described, and specifically set forth in the annexed claims.

In the accompanying drawings, forming part of this specification, Figure 1 is a plan view of my improved clamp, showing the same in connection with two rail-sections; and Fig. 2 is a cross-sectional elevation taken on the line *x x* of Fig. 1.

In the practice of my invention I employ a base-plate, composed of wrought-iron or other metal, which embodies two interlocked sections A and A', the section A being supplied with depending lugs *a* and the section A' with similar lugs *a'* for engaging rods B, which extend across the device. These rods are respectively supplied with a threaded end portion *b*, which engage nuts *b'* for adjusting the sections A and A'. The sections A and A' are each supplied with a jaw C for engaging a rail-flange. The invention also embodies a plate D for engagement with the rail-flanges, and this plate is located between the two sections of rail to be fastened together. Connecting this plate with the rods B are bolts E, which are supplied at their lower ends with eyes *e*, surrounding the rods B, and at their upper ends with threaded portions *e'*, engaging nuts *e''*. These bolts pass through slots *d* in the plate D, so that said plate may be adjusted laterally. The interlocked sections

comprising the base-plate are also supplied with slots 1 and 2, through which the said bolts pass. These slots admit of ready lateral adjustment of the said sections.

In the drawings I have illustrated the clamp in connection with a main rail F and a guard-rail G, the guard-rail having part of its flange cut away in the usual manner. To adjust the device, it is simply necessary to spread the base-sections sufficiently to admit of engagement with the flanges of the rails F and G and then tighten the jaws against the rail-flanges by means of the nuts *b'*, the plate D and the bolts E first having been adjusted as illustrated in the drawings.

It is obvious that a clamp of this character will keep the two rail-sections in relative parallel arrangement with each other and prevent spreading and turning of the guard-rail, and any suitable number of clamps may be employed, depending upon the length of the guard-rail used, the clamps always being placed between the ties, as clearly illustrated by Fig. 1 of the drawings.

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

1. A rail-clamp, comprising interlocked laterally-adjustable base sections and jaws, and rods for adjusting said sections, and a plate for engagement between rail-sections, and eyebolts engaging the said rods, the said sections and plate being slotted for engagement with the eyebolts, substantially as shown and described.

2. As a rail-clamp, the combination of two interlocked sections having jaws thereon, a slotted plate for engaging rail-flanges, and cross-rods and eyebolts connected thereto for connecting said parts to each other, substantially as shown and described.

3. As a rail-clamp, the combination of two interlocked base-sections having jaws thereon, a slotted plate arranged above the said sections for engagement between rail-sections, threaded rods for adjusting the said base-sections and eyebolts engaging said threaded rods and adapted to clamp the said slotted plate between rail-sections, substantially as shown and described.

4. A rail-clamp, comprising a base embody-

ing interlocked laterally-adjustable sections
and jaws, and threaded rods for adjusting
said sections, and a centrally-located slotted
plate, and eyebolts extended through this
5 plate and engaging around the said adjusting-
rods, substantially as shown and described.
In testimony that I claim the foregoing as

my invention I have signed my name, in pres-
ence of two witnesses, this 4th day of Novem-
ber, 1899.

AMOS C. WILLIAMS.

Witnesses:

CARMI N. SEDORE,
CHAS. W. DUTCHER.