

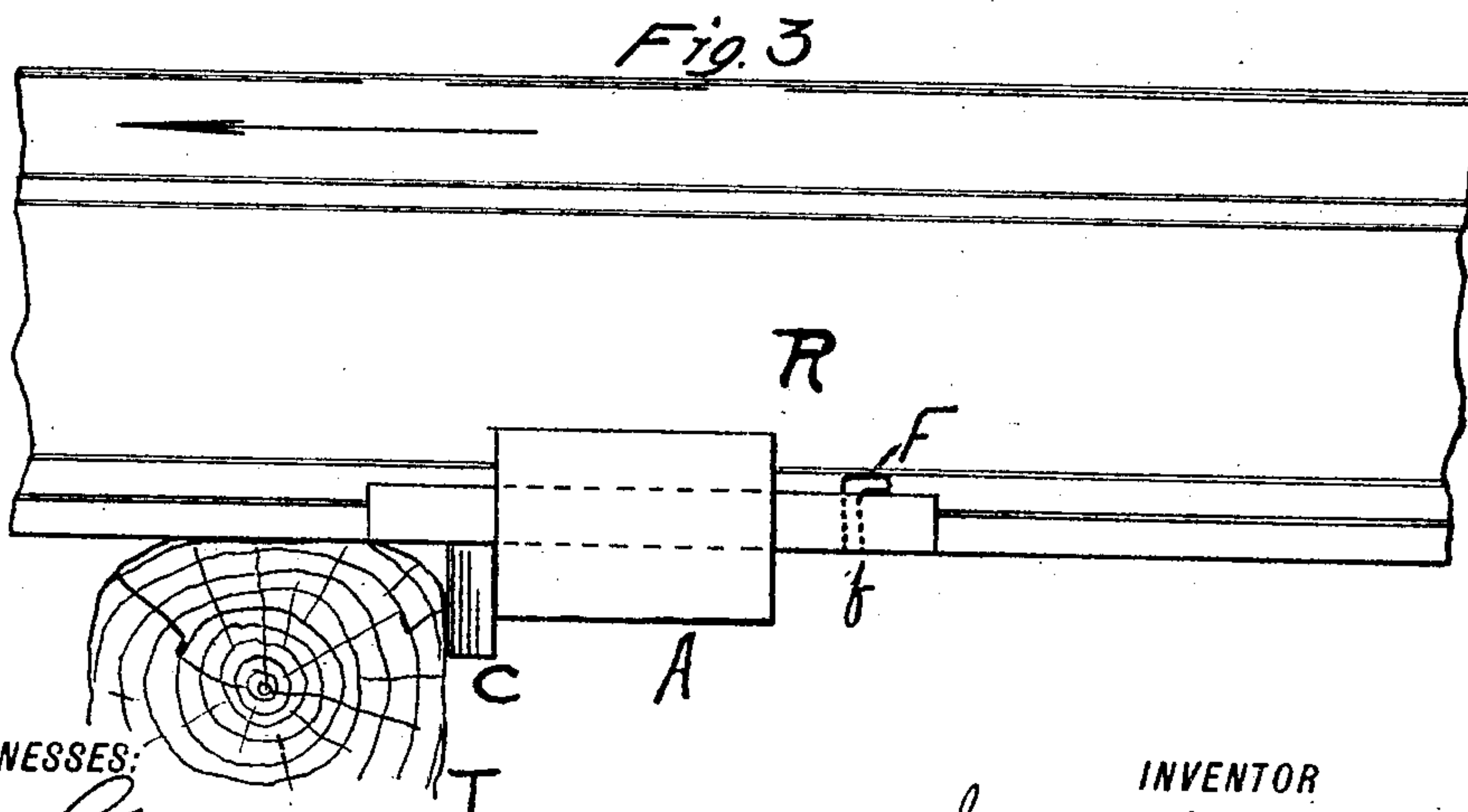
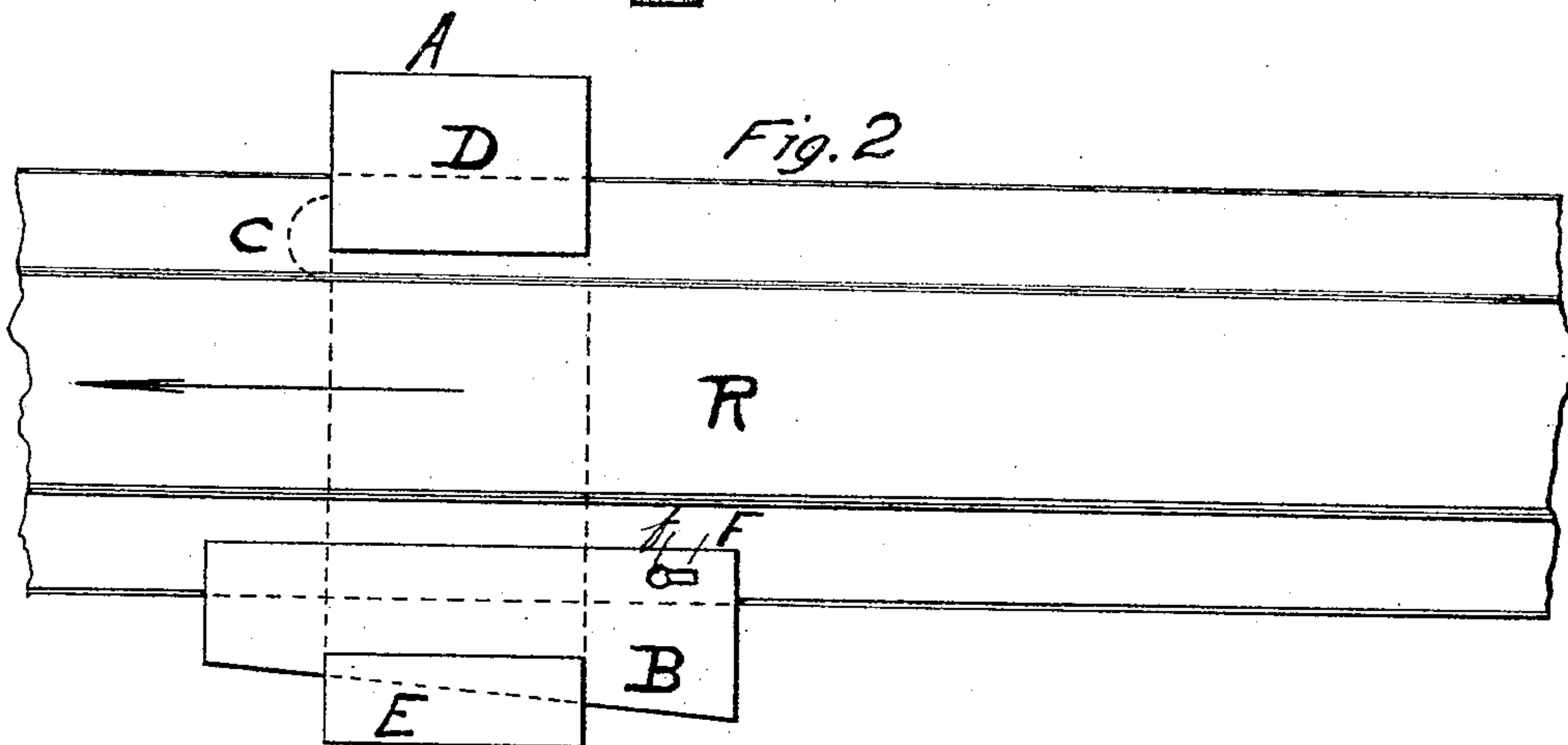
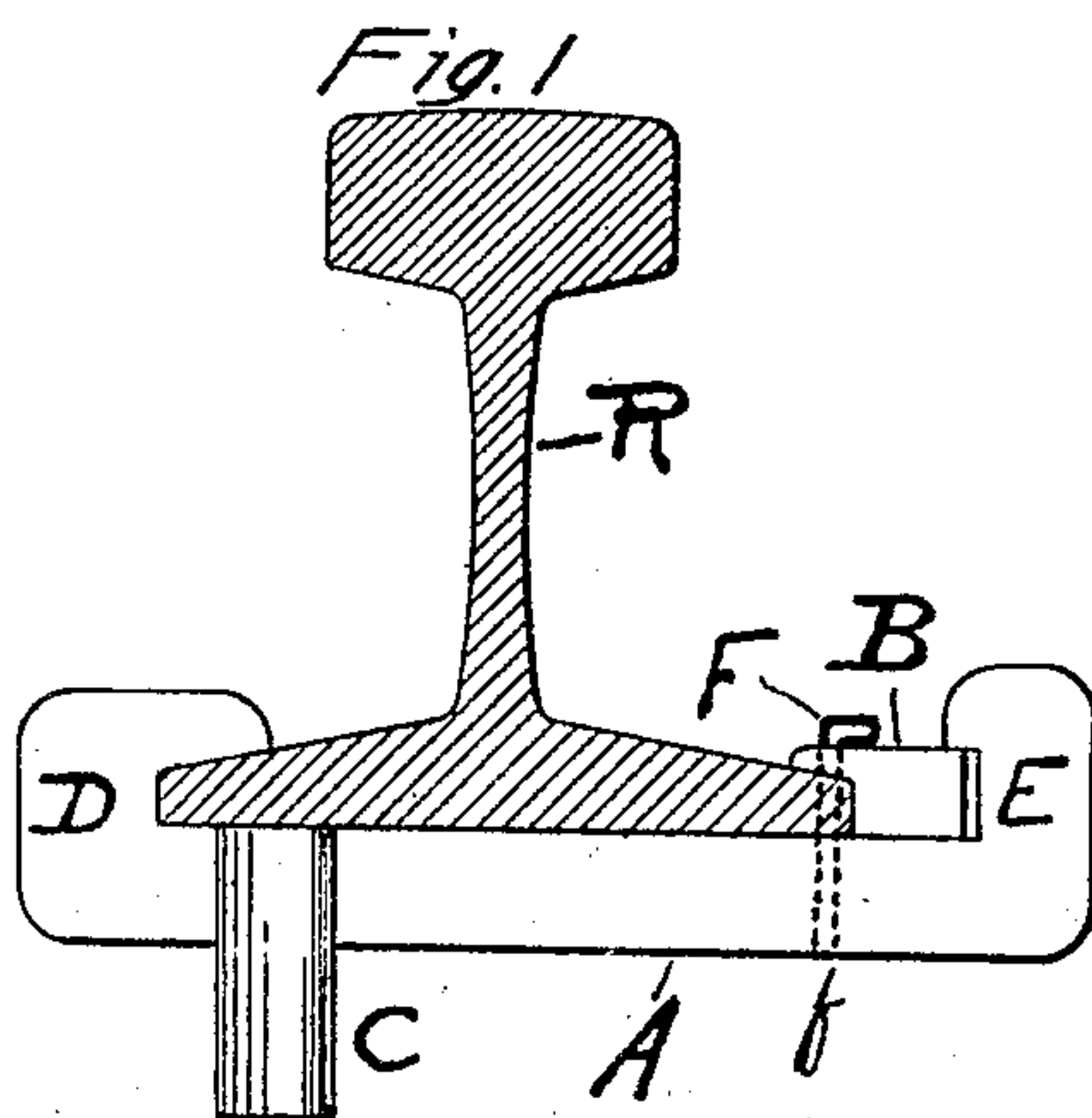
No. 803,776.

PATENTED NOV. 7, 1905.

J. MURRAY.
RAIL CLAMP.

APPLICATION FILED MAR. 17, 1905.

2 SHEETS—SHEET 1.



WITNESSES:

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2 SHEETS—SHEET 2.

Fig. 4

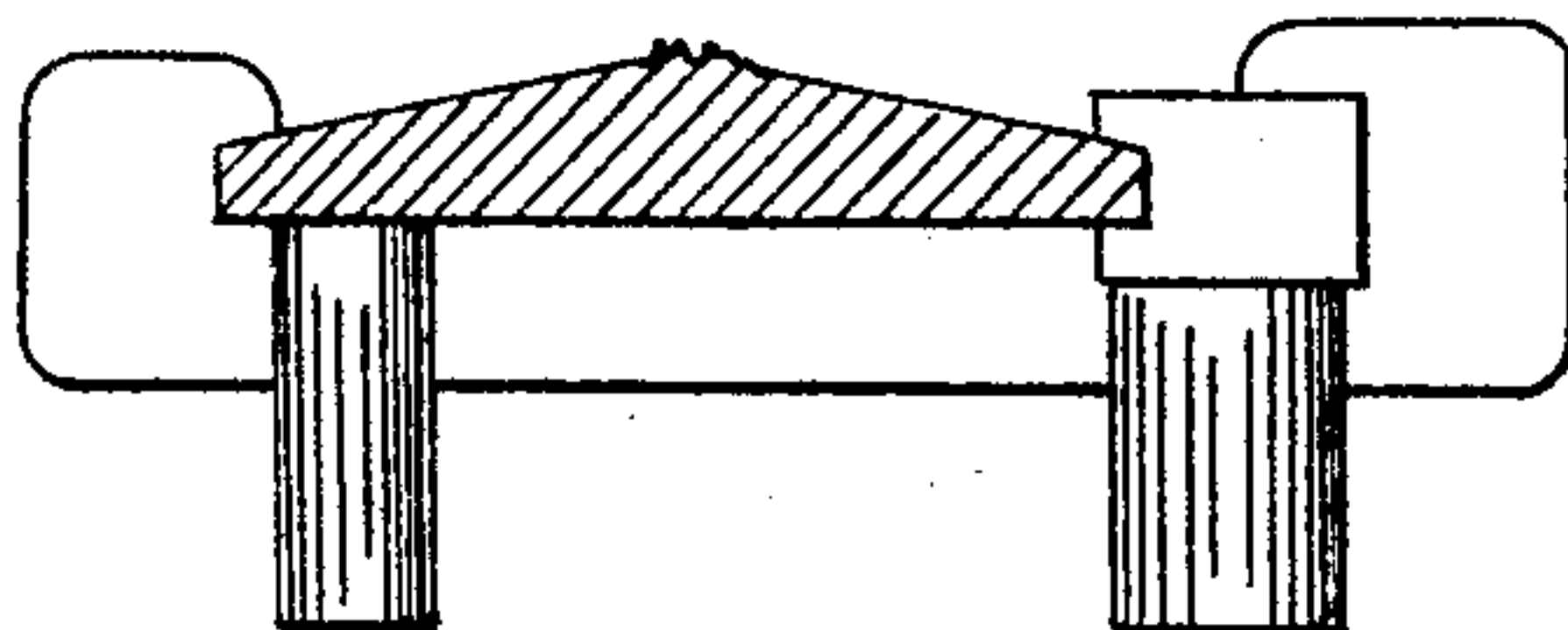


Fig. 5

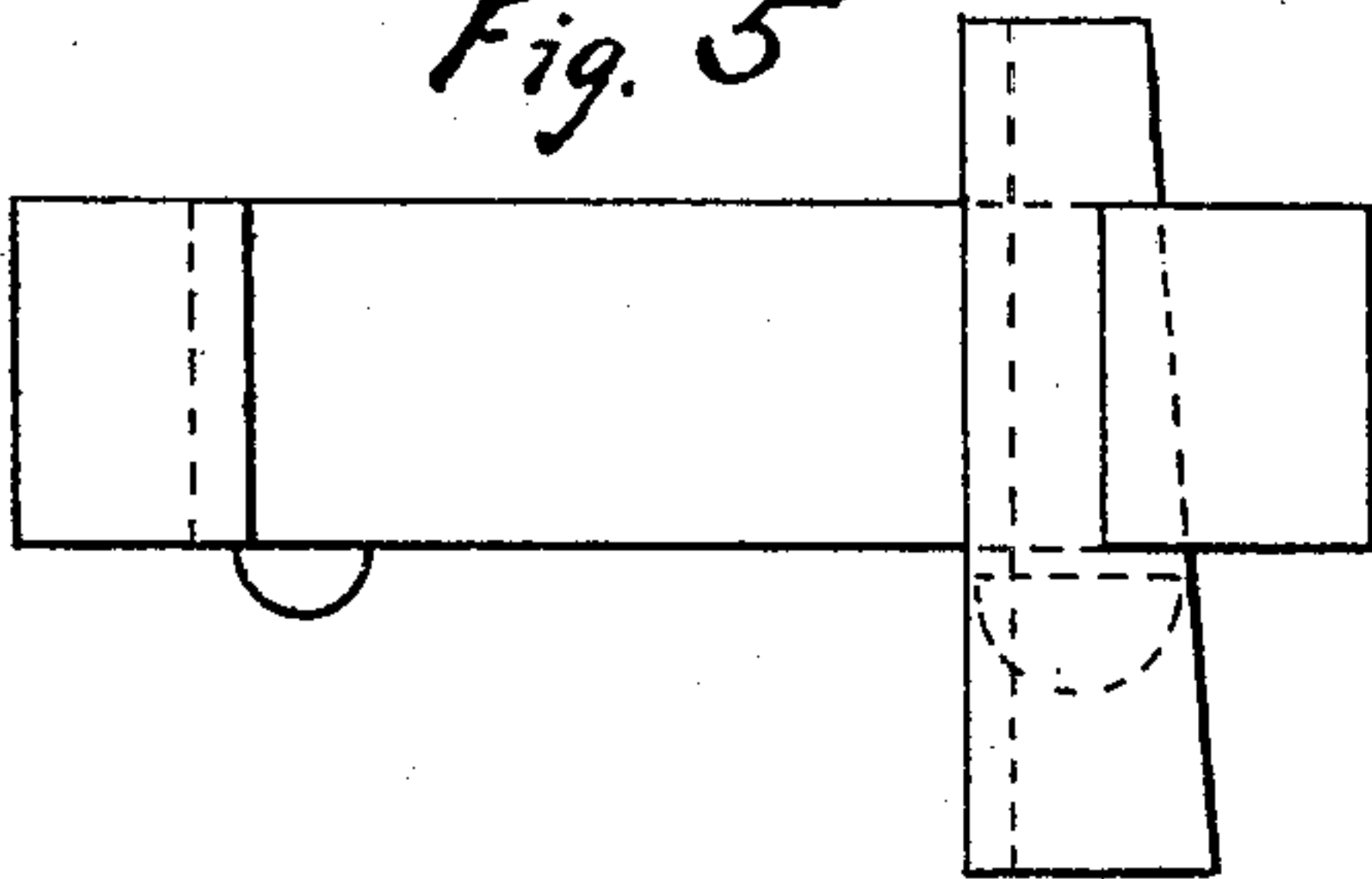


Fig. 6

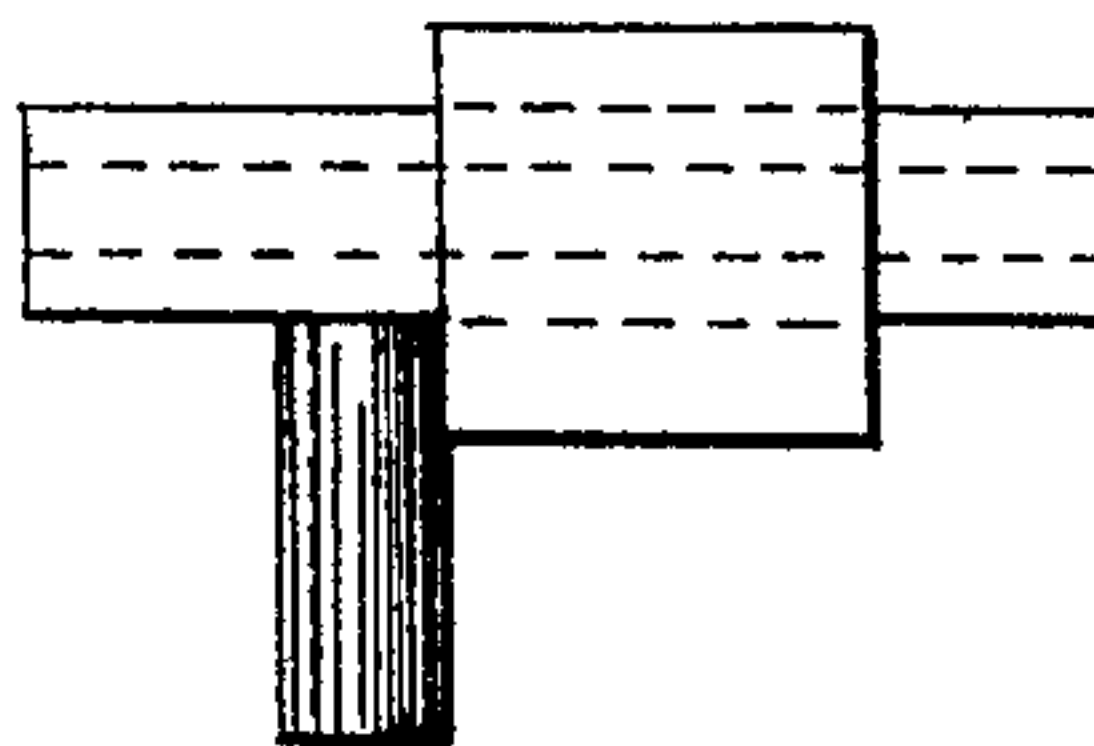


Fig. 7

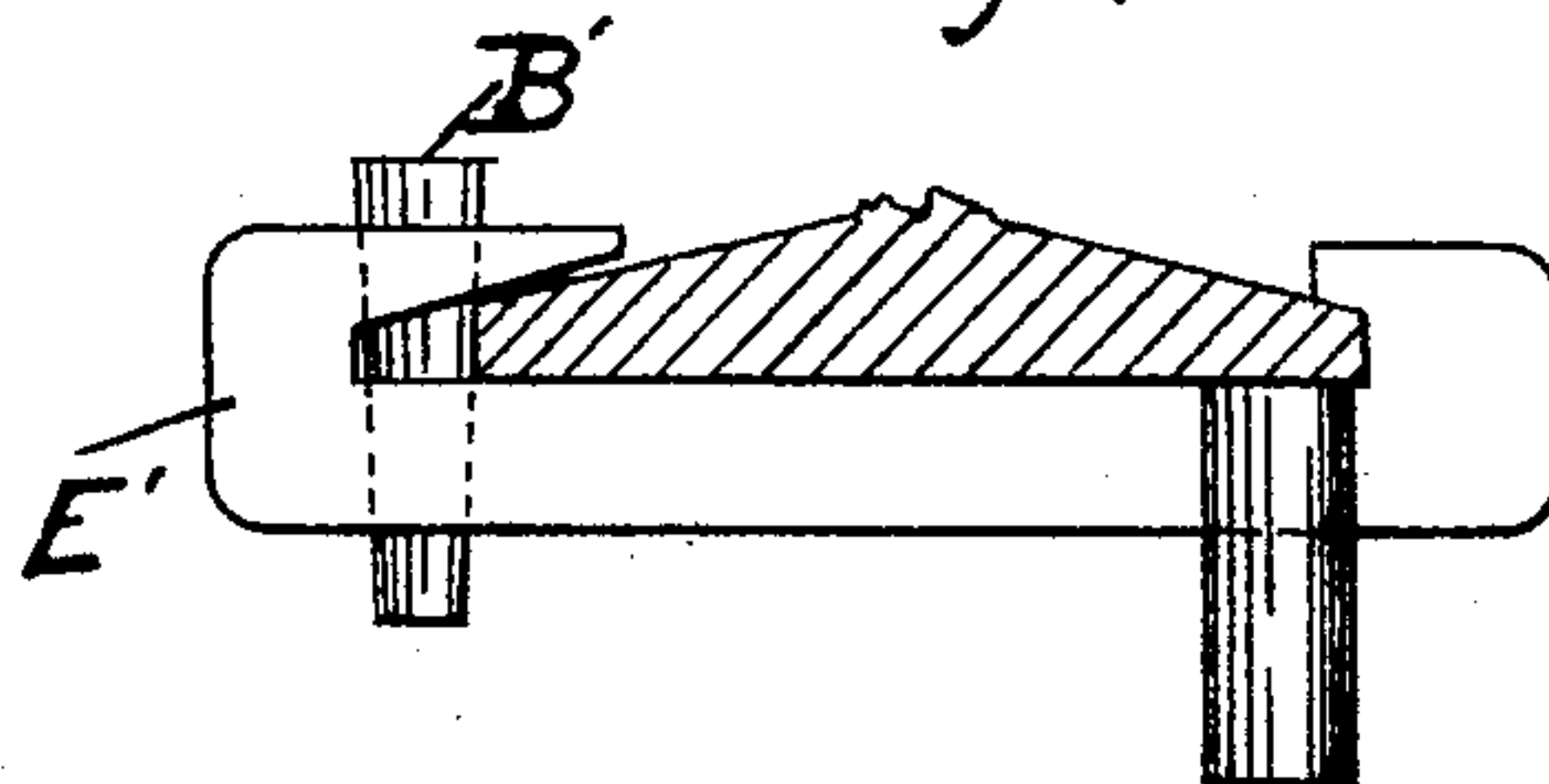


Fig. 8

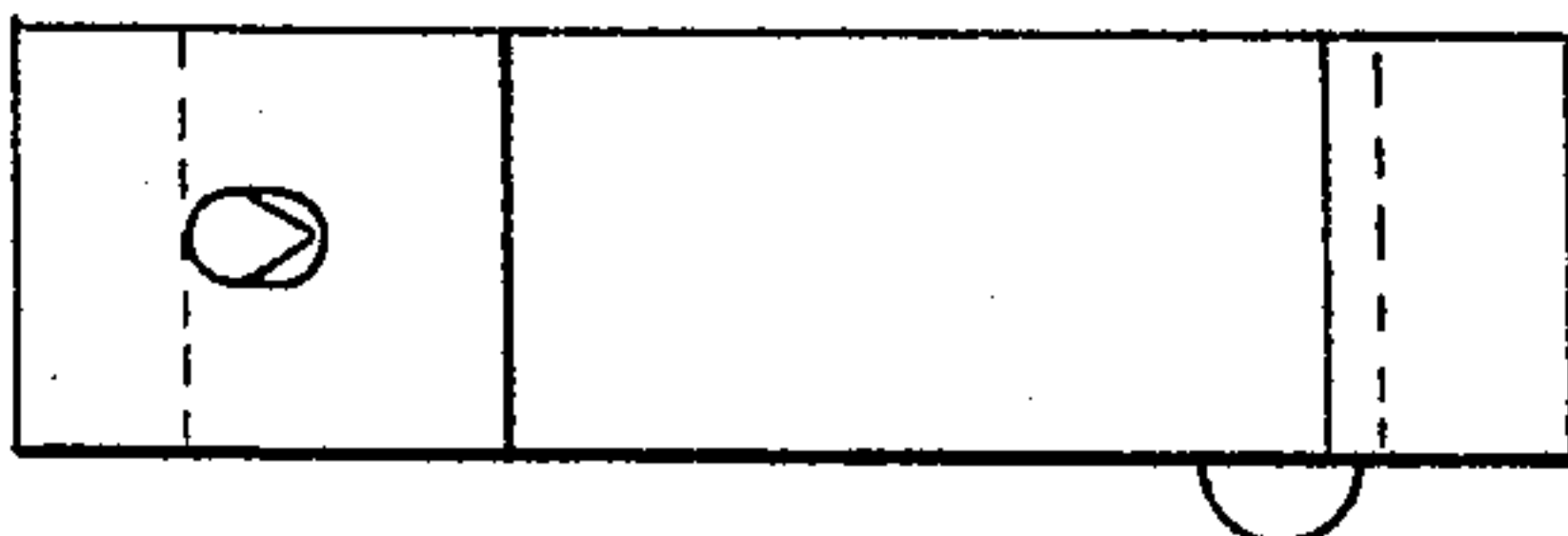
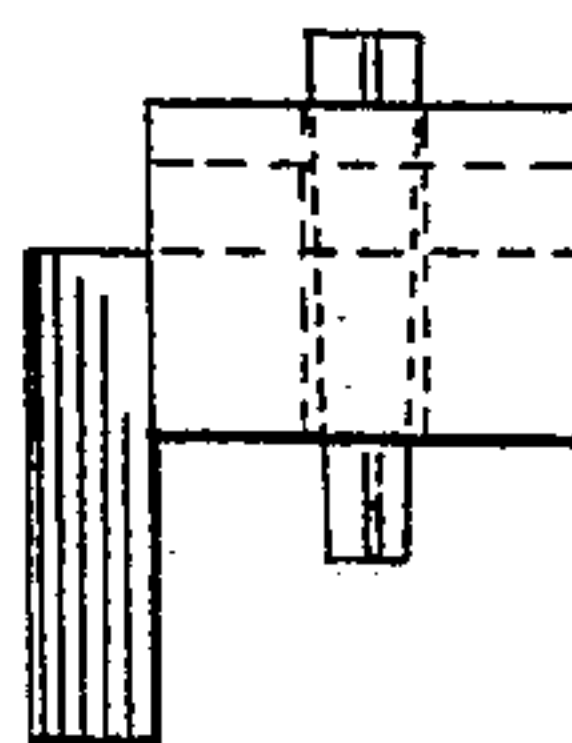


Fig. 9



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UNITED STATES PATENT OFFICE.

JEREMIAH MURRAY, OF UTICA, NEW YORK, ASSIGNOR, BY MESNE ASSIGNMENTS, OF ONE-HALF TO THE NATIONAL RAILWAY MATERIALS COMPANY, A CORPORATION OF NEW YORK.

RAIL-CLAMP.

No. 803,776.

Specification of Letters Patent.

Patented Nov. 7, 1905.

Application filed March 17, 1905. Serial No. 250,521.

To all whom it may concern:

Be it known that I, JEREMIAH MURRAY, a citizen of the United States of America, residing in the city of Utica, county of Oneida, and State of New York, have invented certain new and useful Improvements in Rail-Clamps, of which the following is a specification, reference being made to the accompanying drawings.

My invention relates to devices for preventing what is known as the "creeping" of the rails of a railroad; and it consists, broadly, of a movable wedge.

In the accompanying drawings, Figure 1 is a sectional view of my device. Fig. 2 is a plan view thereof; and Fig. 3 is an elevation thereof, showing the device abutting against a rail-tie. Figs. 4, 5, 6, 7, 8, and 9 are views of modifications.

A is a bar having the overturned ends D and E. The overturned end D is adapted to hold within it the right-hand side of the rail-flange as the rail tends to creep, and the overturned end E is adapted to hold within it the wedge B. Said wedge B engages the other side of the rail-flange.

C is a shoulder fixed to the bar A at or near the end D thereof and adapted to impinge against one of the ties of the railroad. Its impinging surface is fixed and shaped, as shown in the drawings, so that should the rails creep or attempt to move in the direction of the arrow, Fig. 2, the bar A would be thrown so as to aid the wedge B in holding the rail

from movement in that direction. This joint action of the shoulder C with the wedge B is one of the principal features of my invention.

F is a pin adapted to pass through a hole *f* in the wedge and a corresponding hole in the flange of the rail, whereby movement of the wedge with the rail is insured.

In Figs. 4, 5, 6, and 7 a modification is shown in which a shoulder to impinge against the tie is attached to the wedge B.

In Figs. 7, 8, and 9 another modification is shown in which the wedge-like pin B' is used in connection with the overturned end E'.

What I claim, and desire to secure by Letters Patent, is—

1. In a rail-clamp the combination of a wedge for the rail on one side thereof with means at or near the other side thereof for increasing the action of said wedge by the turning movement of the rail.

2. In a rail-clamp the combination of a wedge for the rail with means for increasing the action of the wedge which consists of a shoulder adapted to hold the clamp against longitudinal movement and allow it to turn thereabout said wedge and said shoulder being at opposite sides of said rail.

In testimony whereof I have hereunto set my hand this 14th day of March, 1905.

JEREMIAH MURRAY.

In presence of—

JAMES FAGAN,
EDWIN B. MITCHELL.