

No. 860,010.

PATENTED JULY 16, 1907.

W. C. BOSWELL.
GUARD RAIL CLAMP.
APPLICATION FILED OCT. 8, 1906.

Fig. 1.

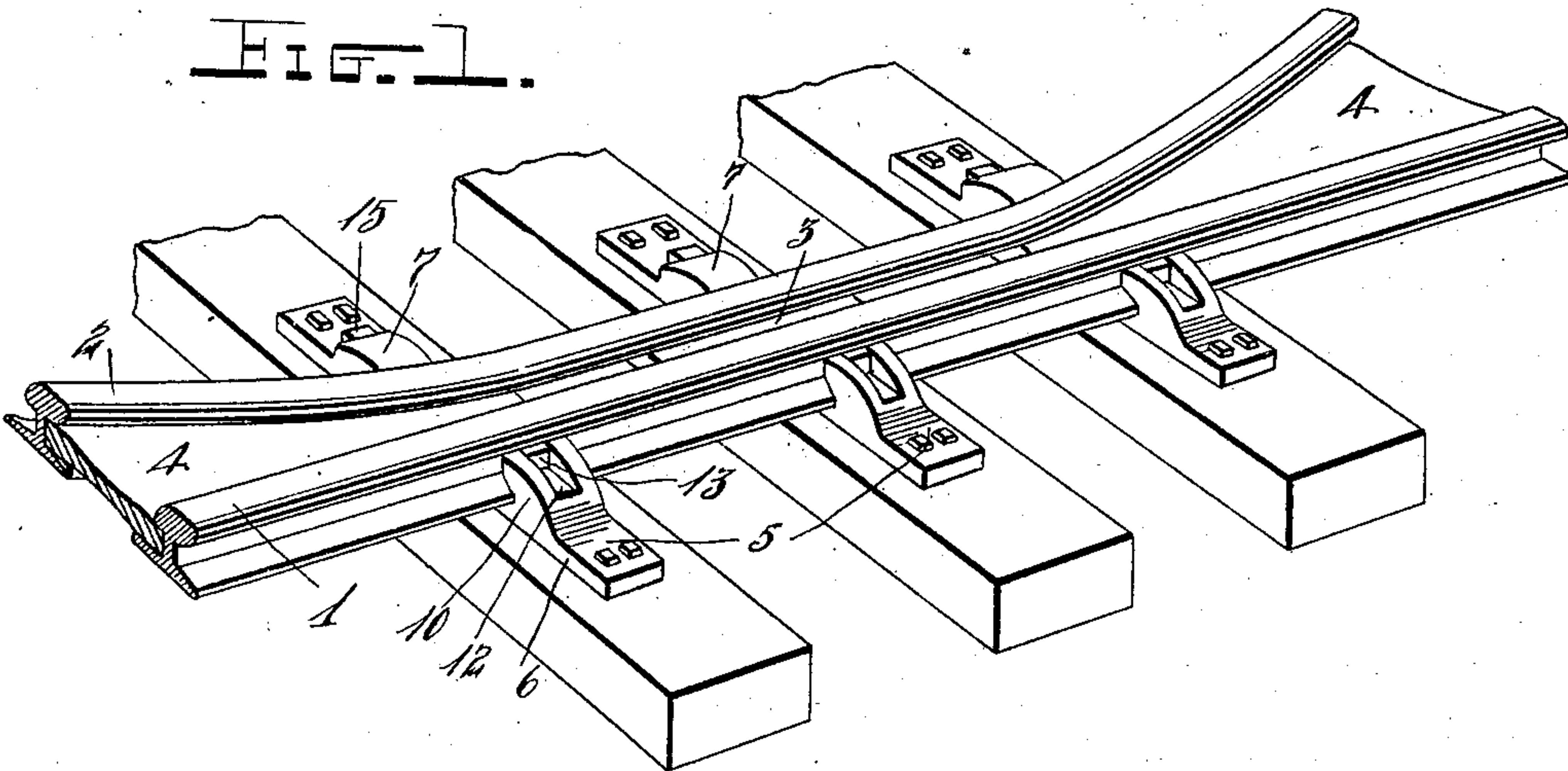


Fig. 2.

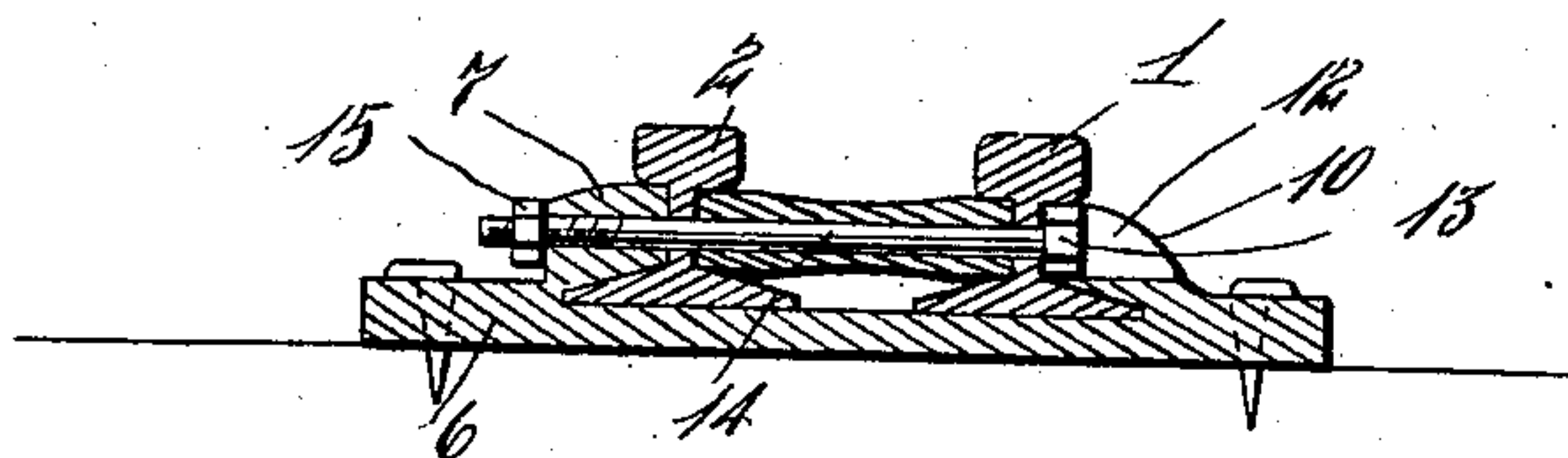
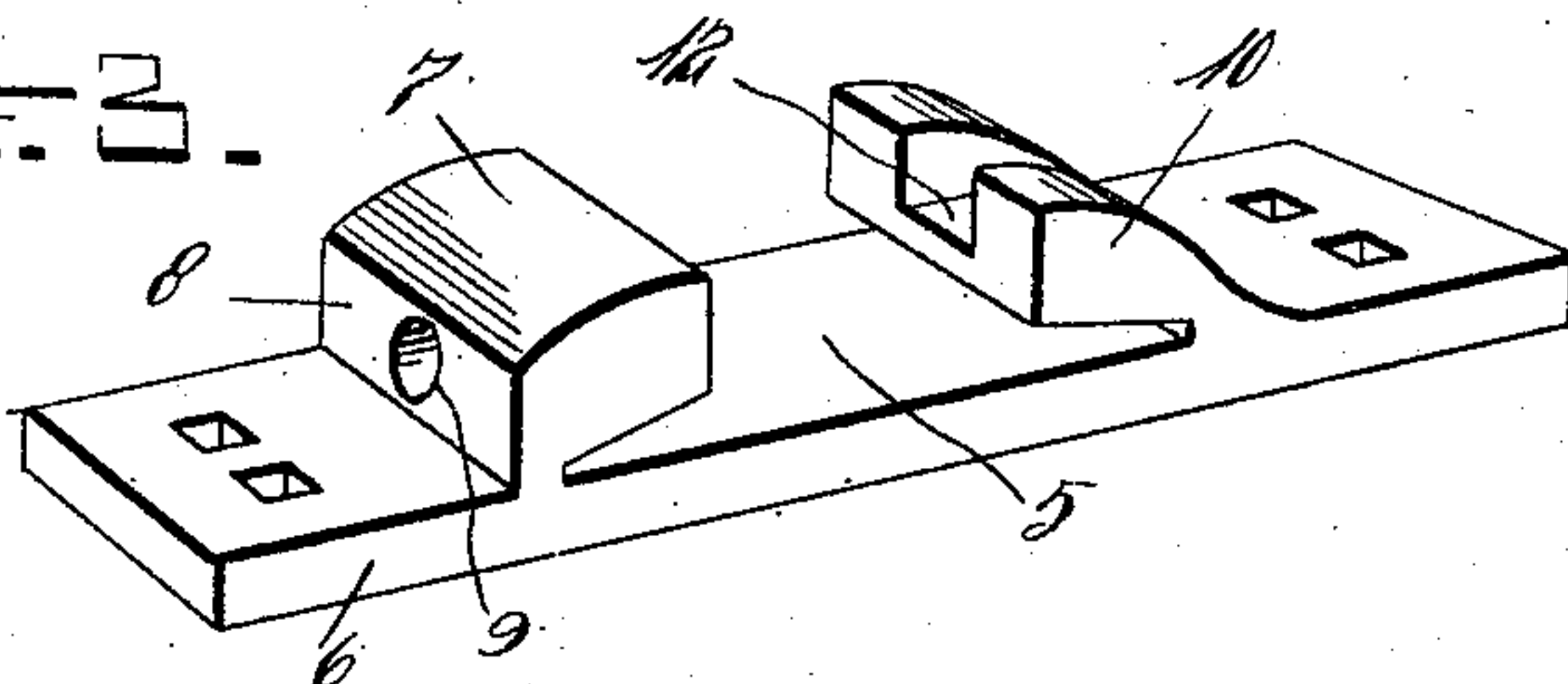


Fig. 3.



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UNITED STATES PATENT OFFICE.

WILLIAM C. BOSWELL, OF CHATTANOOGA, TENNESSEE, ASSIGNOR TO ROSS-MEEHAN
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GUARD-RAIL CLAMP.

No. 860,010.

Specification of Letters Patent.

Patented July 16, 1907.

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To all whom it may concern:

Be it known that I, WILLIAM C. BOSWELL, a citizen of the United States, residing at Chattanooga, in the county of Hamilton and State of Tennessee, have
5 invented certain new and useful Improvements in Guard-Rail Clamps; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

10 This invention relates to improvements in guard rail clamps.

The object of the invention is to provide a guard rail clamp by means of which the guard rail will be securely held in proper position with respect to the track
15 rail and firmly braced, means being provided whereby the fastening bolt will be securely held against movement.

With the above and other objects in view, the invention consists of certain novel features of construction,
20 combination and arrangement of parts, as will be hereinafter described and claimed.

In the accompanying drawings:—Figure 1 is a perspective view of a portion of a railway track rail and guard rail, showing the application of the invention
25 thereto; Fig. 2 is a vertical sectional view through the track and guard rails and the clamp for holding the same; and Fig. 3 is a detail, perspective view of one of the clamps removed from the rail.

Referring more particularly to the drawings, 1 denotes the track rail, and 2 denotes the guard rail, the opposite ends of which are turned inwardly in the usual manner. Between the track rail 1 and the guard rail is arranged a centrally-disposed spacing block 3 and end spacing blocks 4.

35 Arranged beneath the track and guard rails are combined chairs and clamping devices 5, each of which comprises a base portion 6 adapted to rest upon the ties. The ends of said base portion 6 are provided with spike holes, through which spikes are driven
40 into the ties to secure the clamp in place. On the base portion 6 adjacent to the inner side of one end is an integrally formed upwardly-projecting bracing and clamping block 7 to fit over the flange of the guard rail and to bear against the web and under side of the
45 head of the same said block being provided with a straight face 8, and with a longitudinally-disposed bolt hole 9. Adjacent to the other end of the base portion 6 is formed a clamping block 10 that is formed on its inner side to fit over and engage the flange on the outer side
50 of the track rail. The block 10 has formed in its upper side a longitudinally-disposed groove or channel 12,

in which is adapted to be seated the head 13 of a fastening bolt 14 which is adapted to be inserted through the web of the track and guard rails, the spacing blocks between said rails and through the bolt hole 9 in the
55 block 7 on the opposite end of the base portion 6.

There may be any desired number of spacing blocks arranged between the rails, and one of the clamping devices 5 is preferably arranged on the rails opposite each of said spacing blocks, the latter being held in
60 place by means of the bolts 14 passed therethrough and through the rails and the clamping block 7, as shown. The head of the bolts 14 are disposed in the grooves or channels 12 in the blocks 10, thereby preventing said bolt from turning. The opposite threaded ends of the
65 bolts project beyond the outer straight faces of the blocks 7, and are adapted to receive nuts 15, which are screwed thereon and into engagement with the straight faces 8, thereby securely holding all of the parts in position.
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From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

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

1. A guard rail clamp having formed thereon guard rail and track rail clamping blocks, and means formed in one of said blocks to receive and hold the head of a fastening bolt, substantially as described.
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2. A guard rail clamp comprising a base portion adapted to be secured to a tie, a clamping and bracing block formed integrally with one end of said base portion to engage the flange and web on the outer side of the guard rail, and a clamping block formed integral with the opposite end of said base portion and having formed therein a longitudinally-disposed groove or channel to receive the head of a fastening bolt, substantially as described.
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3. A guard rail clamp comprising a base portion adapted to be secured to a tie, an upwardly-projecting guard rail bracing and clamping block formed integral with one end of said base portion, said block having formed therein a longitudinally-disposed bolt hole, a track rail clamping block formed integral with the opposite end of said base portion and having therein a longitudinally-disposed
90 groove or channel to receive the head of a fastening bolt, a spacing block having a bolt hole, and a fastening bolt adapted to be inserted through aligned holes in the flanges of the rails and in said spacing block and the guard rail clamping block; the head of said bolt being disposed in
95 the groove or channel in said track rail clamping block, substantially as described.
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In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

WILLIAM C. BOSWELL.

Witnesses:

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