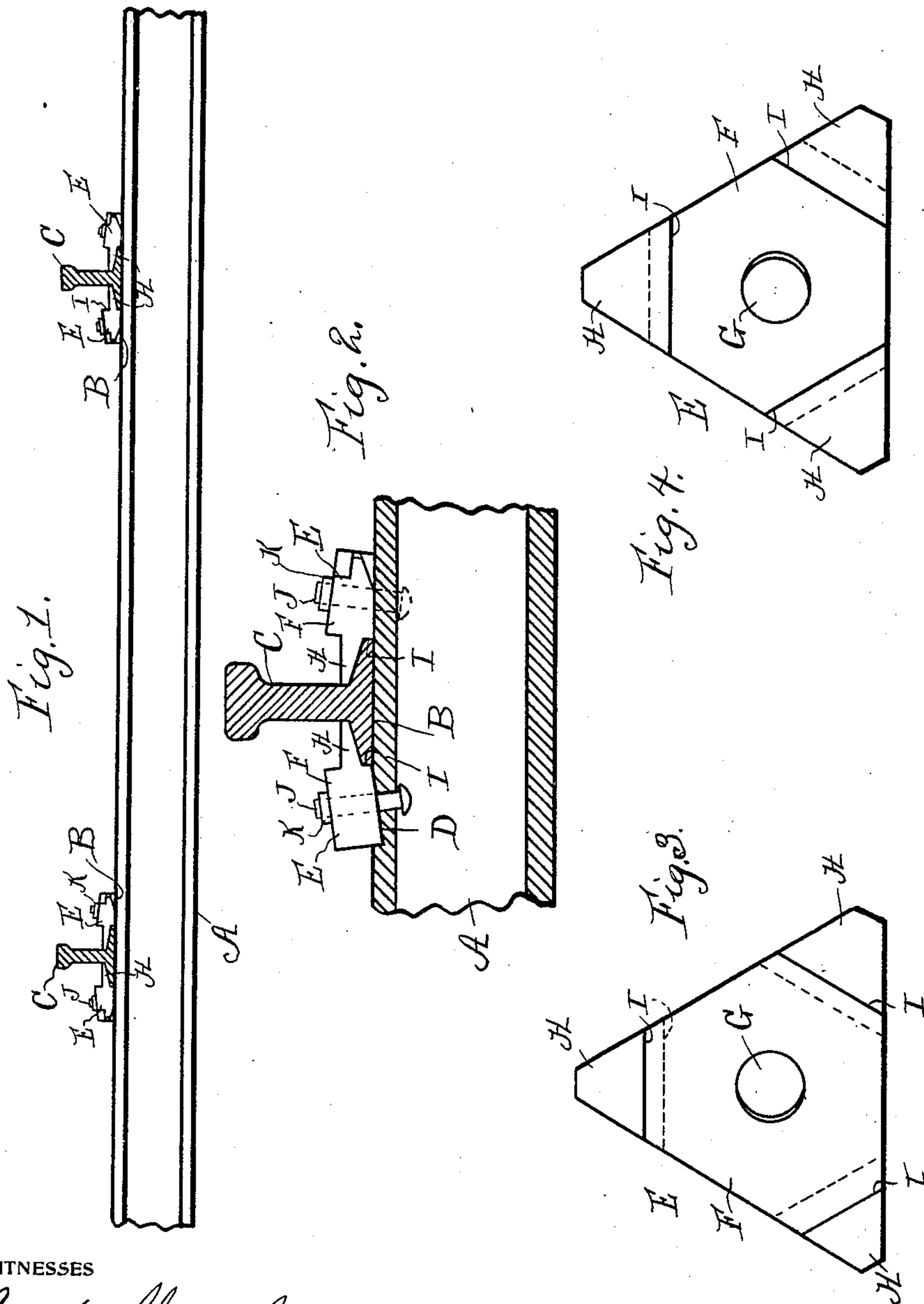


R. C. LUKENS.
RAILWAY CLAMP.
APPLICATION FILED JULY 6, 1909.

998,972.

Patented July 25, 1911.



WITNESSES

S. M. Gallagher,
H. W. Burton

INVENTOR
Rudolph C. Lukens
BY

W. P. Hutchinson ATTORNEY

UNITED STATES PATENT OFFICE.

RUDOLPH C. LUKENS, OF ARDMORE, PENNSYLVANIA.

RAILWAY-CLAMP.

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Specification of Letters Patent.

Patented July 25, 1911.

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To all whom it may concern:

Be it known that I, RUDOLPH C. LUKENS, a citizen of the United States, residing at Ardmore, in the county of Montgomery and State of Pennsylvania, have invented a certain new and useful Improvement in Railway-Clamps, of which the following is a specification.

My invention relates to a new and useful improvement in railway clamps, and has for its object to provide an exceedingly simple and effective device of this character whereby a rail may be readily and easily clamped to a tie.

A further object of my invention is to provide a clamp of the character described in which the distances from the center of the bolt to that portion of the clamp which rests against the base of the rail will be different so that the rails may be adjusted or the space caused by wear may be readily taken up.

With these ends in view, this invention consists in the details of construction and combination of elements hereinafter set forth and then specifically designated by the claims.

In order that those skilled in the art to which this invention appertains may understand how to make and use the same, I will describe its construction in detail, referring by letter to the accompanying drawing forming a part of this specification, in which—

Figure 1 is a side elevation of a metallic tie showing my improvement applied thereto. Fig. 2, an enlarged longitudinal sectional view of a portion of the tie as shown in Fig. 1. Fig. 3, a view of one of the faces of the clamp, and Fig. 4, a view of the opposite face of the clamp.

In carrying out my invention as here embodied, A represents a metallic tie having seats B, on which rest the rails C. In said seats B are formed indentations D which slant downward from the inner toward the outer edges thereof, as plainly shown in Fig. 2.

E denotes the clamps which are triangular in shape, having a body portion F through which passes a bolt receiving opening G. At the corners of these clamps are formed the extensions H which extend horizontally from the center of the body so that both above and below the extensions H is formed a shoulder I, each of which is a different distance from the center of the bolt receiv-

ing opening G, so that in one of these clamps there are six distinct adjustments.

J represents bolts passing through the seats B of the rail, and through the bolt receiving openings G in the bodies of the clamps and on the ends of these bolts are threaded the nuts K whereby the clamps may be held securely in position.

The operation of the device is as follows:—The rails C are placed in position on the seats B of the tie and the clamps are then placed over the bolts J and moved around until the shoulder is found which is the correct distance from the center of the bolt J to the outer edge of the base of the rail, at which time the clamp may be moved down until it rests in the indentations D. Then by placing the nuts K on the bolts the rail will be held securely in position. If at any time the wearing of the rail becomes so great that it needs re-adjusting, the nuts K are backed off and the clamps turned until the correct position is found, which will overcome the wear.

Of course I do not wish to be limited to the exact details of construction here shown as these may be varied within the limits of the appended claims without departing from the spirit of my invention.

Having thus fully described my invention, what I claim as new and useful, is—

1. In a railroad clamp triangular in shape, having a body provided with a bolt receiving opening, and extensions formed from said body producing a shoulder on each side of said extensions, each shoulder being a different distance from the center of the bolt receiving opening in the body.

2. In combination with a tie having a rail seat provided with beveled indentations, clamps, each of which is composed of a body having a bolt receiving opening formed therein, extensions formed horizontally from the center of the body producing a shoulder on each side of said extensions, each shoulder being a different distance from the center of the bolt receiving opening, bolts passing through the rail seats and the bolt receiving openings in the clamps, and nuts threaded on said bolts.

3. A railway clamp comprising a body having a bolt receiving opening therein, extensions radiating from said body, having a shoulder formed upon each side of each extension, each shoulder being a different distance from the bolt receiving opening, cer-

tain of said shoulders being brought into contact with the rail by turning the clamp on its axis, and certain other shoulders being brought into contact with the rail by reversing the clamp and turning the same upon its axis.

4. A railway clamp consisting of a body having a bolt receiving opening and provided with radiating extensions, each extension having a shoulder formed upon each side thereof, any one of said shoulders adapted to engage the flange of a rail and each of said shoulders being a different distance from the bolt receiving opening.

5. As an article of manufacture a railway clamp formed to produce a body provided with an opening, and a plurality of integral extensions, each of said extensions having a shoulder formed on each side thereof for engagement with a rail base as specified.

In testimony whereof, I have hereunto affixed my signature in the presence of two subscribing witnesses.

RUDOLPH C. LUKENS.

Witnesses:

EDW. W. AUSTIN,
S. M. GALLAGHER.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
