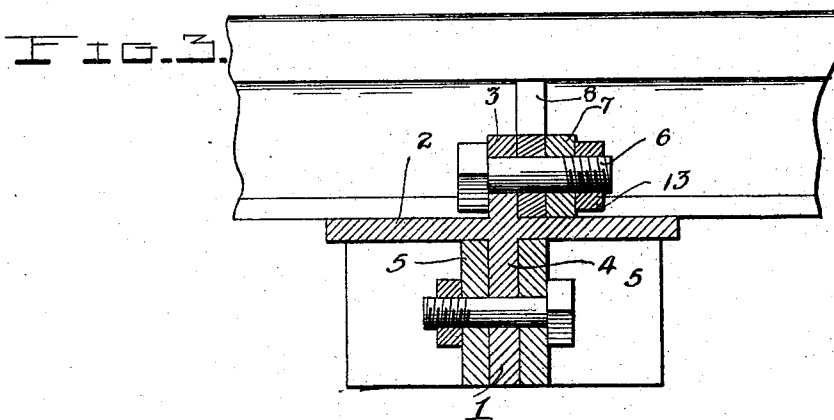
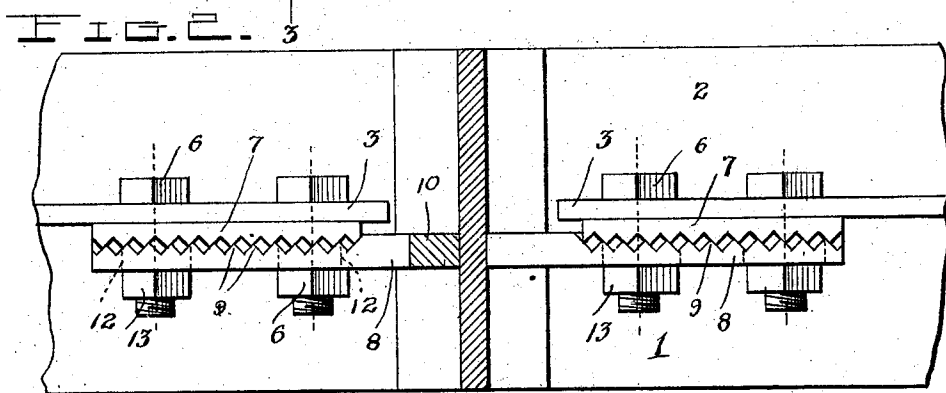
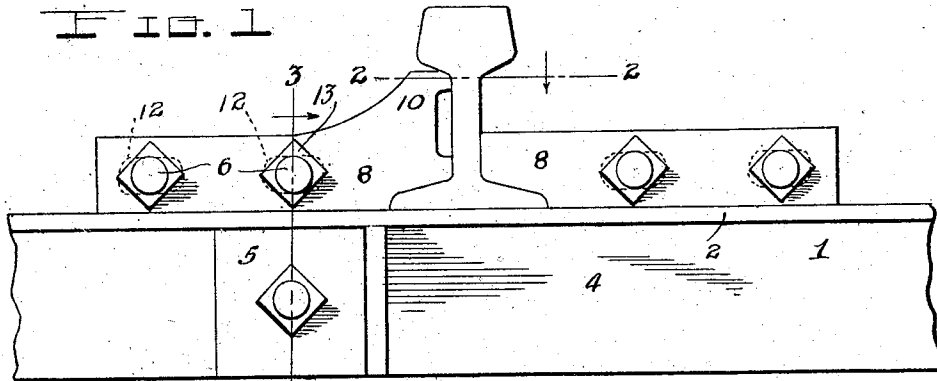


No. 857,479.

PATENTED JUNE 18, 1907.

S. McELPATRICK.
RAILWAY TRACK CLAMP.
APPLICATION FILED APR. 15, 1907.



Witnesses

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UNITED STATES PATENT OFFICE.

SAMUEL McELFATRICK, OF PRINCETON, KENTUCKY.

RAILWAY-TRACK CLAMP.

No. 857,479.

Specification of Letters Patent.

Patented June 18, 1907.

Application filed April 15, 1907. Serial No. 368,357.

To all whom it may concern:

Be it known that I, SAMUEL McELFATRICK, a citizen of the United States, residing at Princeton, in the county of Caldwell and State of Kentucky, have invented certain new and useful Improvements in Railway-Track 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.

This invention relates to improvements in railway clamps.

The object of the invention is to provide a rail clamp which may be readily adjusted to gradually increase or decrease the gage of the tracks in forming curves.

With this object in view, the invention consists in certain novel features of construction, combination and arrangements of parts as will be more fully described and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a side view of the clamp, showing the same applied to a track rail and tie; Fig. 2 is a horizontal sectional view of the same; and Fig. 3 is a vertical cross sectional view through the fastening bar and ratchet plate of the clamp and through the tie.

Referring more particularly to the drawings, 1 denotes the railway tie, which is formed of suitable metal and comprises a flat top surface, 2, on the upper side of which is formed a right angular upwardly projecting centrally disposed rib, or flange, 3, and on the lower side of which is formed a similar downwardly projecting flange or rib, 4. To the latter rib or flange are bolted angle plates, 5. The upper flange 3 is cut away adjacent to each end of the tie to permit the engagement of the rail therewith. In the flange or rib 3 adjacent to each side of the rail spaces are formed two bolt holes through which are adapted to be inserted fastening bolts, 6.

Engaged with one side of the flange or rib 3 on opposite sides of the rail spaces formed therein, are ratchet plates, 7, said plates having formed therein bolt holes which are adapted to aline with the bolt holes in the ribs 3, and to receive the fastening bolts, 6. Adapted to be engaged with the opposite sides of the rail are fastening bars, 8, on the inner sides of which are formed ratchet teeth, 9, which are adapted to be engaged with the teeth of the ratchet plates, 7. The

fastening bar 8 on the outer side of the track is provided with an upwardly projecting rail brace, 10, which is adapted to be engaged with the underside of the head of the rail, as shown. The fastening bars 8 are provided with elongated bolt holes, 12, through which the fastening bolts 6 are adapted to pass, and by means of which said bars are clamped into engagement with the ratchet plates.

When the fastening bars 8 are engaged with the opposite sides of the track rail, the ratchet teeth 9 thereon will be engaged with the teeth on the ratchet plate, 7, as shown in Fig. 2 of the drawing, in such manner that when the nuts 13 are screwed upon the ends of the bolts 6, the fastening bars will be forced inwardly toward the ratchet plates, and at the same time, said bars will be forced laterally and the inner ends of the same tightly engaged with the side of the rail, thereby firmly securing and bracing the same on the ties. The center of one of the bolt holes on each side of the track rail in the ratchet plates 7 is opposite the center of one of the teeth of said ratchet plate, while the other hole in the ratchet plate on each side of the rail is opposite to or arranged between two of the teeth, so that by reversing the ends of the ratchet plate and turning it upside down, it changes the position of the teeth so that the adjustment of the fastening bars may be greatly increased.

From the foregoing description, taken in connection with the accompanying drawing, the construction and operation of the invention may be readily understood without requiring a more extended explanation.

Various changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention as defined in the appended claims.

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

1. A railway track clamp comprising ratchet plates adapted to be bolted to a tie on opposite sides of the rail, fastening bars having on one side a series of ratchet teeth adapted to be engaged with the teeth on said ratchet bar, and means to clamp said fastening bars into engagement with the ratchet plate and with the opposite sides of the rail, substantially as described.

2. A railway track clamp, comprising

ratchet plates adapted to be secured to a tie
on opposite sides of the track rail, adjusting
bars having on one side a series of ratchet
teeth adapted to be engaged with the teeth
5 of said ratchet plates, said fastening bars
having their ends engaged with the opposite
sides of the rail, a brace formed on the upper
side of one of said fastening bars to engage
the head of the rail on one side thereof, and
10 clamping bolts and nuts arranged through
said ratchet plates and fastening bars where-

by the latter are drawn into engagement
with the ratchet plates and are forced later-
ally into tight engagement with the track
rail, substantially as described.

In testimony whereof I have hereunto set
my hand in presence of two subscribing wit-
nesses.

SAMUEL McELFATRICK.

Witnesses:

EDWARD GARRETT,
R. M. POOL.