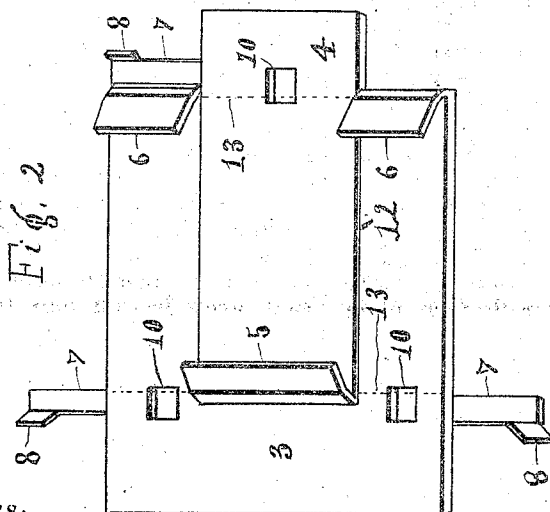
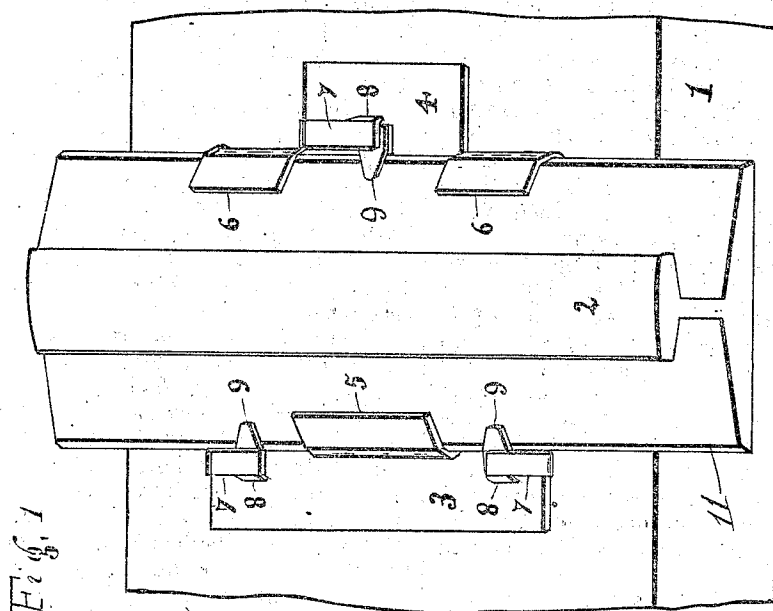


W. L. MYERS.  
CLAMPING PLATE FOR RAILS.  
APPLICATION FILED JUNE 3, 1912.

1,047,687.

Patented Dec. 17, 1912.



WITNESSES:

*G. A. Miller*  
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INVENTOR.

*William L. Myers*

# UNITED STATES PATENT OFFICE.

WILLIAM L. MYERS, OF WICHITA, KANSAS.

## CLAMPING-PLATE FOR RAILS.

1,047,687.

Specification of Letters Patent.

Patented Dec. 17, 1912.

Application filed June 3, 1912. Serial No. 701,417.

*To all whom it may concern:*

Be it known that I, WILLIAM L. MYERS, a citizen of the United States, residing at Wichita, in the county of Sedgwick and State of Kansas, have invented certain new and useful Improvements in Clamping-Plates for Rails; and I do hereby 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.

My invention relates to clamping plates for rails and has for its object to thoroughly unite the rails and ties together and to prevent the rails from sinking into the ties and to secure the rails against lateral movement and to provide means integral with said plate to hold the spikes from drawing out of the ties, and to provide means whereby the said rails are firmly clamped in said plate. I attain these ends by the means illustrated in the accompanying drawings, described in the specifications and defined in the appended claims.

Figure 1, illustrates a section of a railroad tie having a sectional plate spiked thereto, and a rail clamped to said plate. Fig. 2, is the plate by itself.

Similar numerals designate similar parts throughout the several views.

Referring to the drawings, 1, designates a railroad tie having a plate 3, spiked thereto and said plate having gripped therein a rail 2. The construction of said plate is best shown in Fig. 2. Said plate is made of sheet steel and has holes 10, therein through which the usual rail spikes 9, are driven into the tie. On the opposite side of said plate are bends 6, which fit the lateral flanges 11, of the rail 2. A rectangular plate 4, having a bend 5, is made to fit a rectangular slot 12, in the plate 3, and is of a length to extend somewhat past the side of the aforesaid plate. Extending laterally from plates 3 and 4, are arms 7, having lateral lugs 8, which are at an angle to said arm. It is to be noted that the holes 10, extend under the flange 11, of the rail as indicated by the dotted lines 13.

Having described the construction and assembling of my device I will describe its application and use. The plate 3, is placed between the tie and rail and section 4, is

placed under the rail and in the rectangular opening 12, in the aforesaid plate and the two sections are closed on the rail and the bends placed over the flange 11, of the rail 2. Then the spikes 9, are driven in the holes 10, and the said spikes will draw the plate 3, and 4, so that the rail is firmly clamped between the bends 5 and 6, and when the spikes are driven into the tie as shown in Fig. 1, the arms 7, are turned over and into contact with the spikes whereby the lugs 8, pass down alongside of the spike as shown in Fig. 1, which tend to hold the spikes in contact with the rail.

Having described the construction and use of my device what I claim is:—

1. In a clamping device for rails, a plate having a rectangular slot therein, bends on said plate to embrace the flange on the rail, said plate having holes therein to receive spikes to be driven into a tie, said holes extending under the rail, flanges to allow the spikes to draw the bends firmly against said flanges, a rectangular plate positioned in the slot in the aforesaid plate, a bend on said plate to embrace the rail flange, said plate having a hole therein through which the spike is driven into the tie whereby the rail is firmly clamped between the bends aforesaid.

2. In a clamping device for rails, a plate having a rectangular slot therein, bends on said plate to embrace the flange on the rail, said plate having holes therein to receive spikes to be driven into a tie, said holes extending under the rail, flanges to allow the spikes to draw the bends firmly against said flanges, a rectangular plate positioned in the slot in the aforesaid plate, a bend on said plate to embrace the rail flange, said plate having a hole therein through which the spike is driven into the tie whereby the rail is firmly clamped between the bends aforesaid, arms having lugs thereon extending from said plates, to hold tie spikes against displacement.

In testimony whereof, I have signed this specification in the presence of two subscribing witnesses.

WILLIAM L. MYERS.

Witnesses:

G. A. MILLAR,  
F. HERRON.