

(No Model.)

J. P. KIMBLE.  
TRACK CLAMP.

No. 499,233.

Patented June 13, 1893.

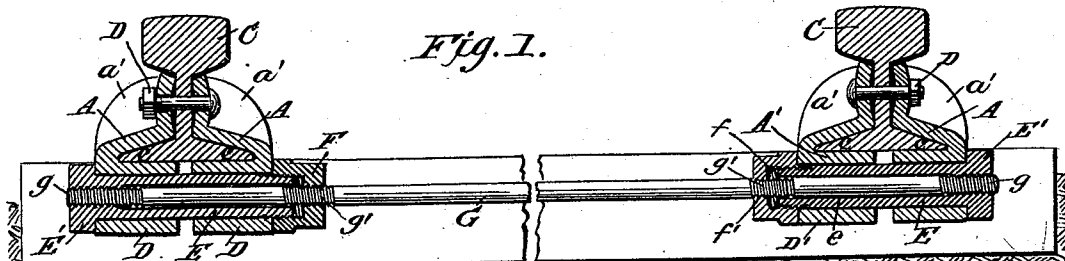


Fig. 1.

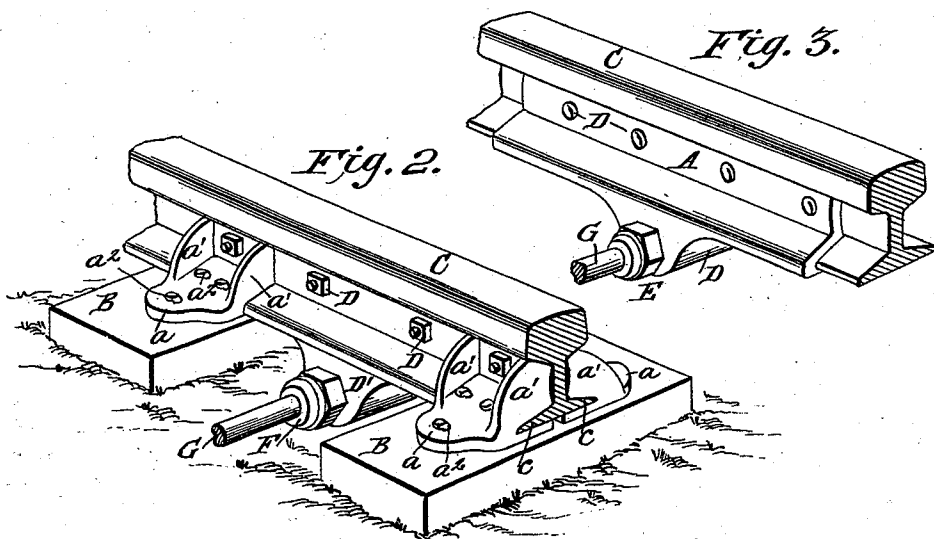


Fig. 2.

Fig. 3.

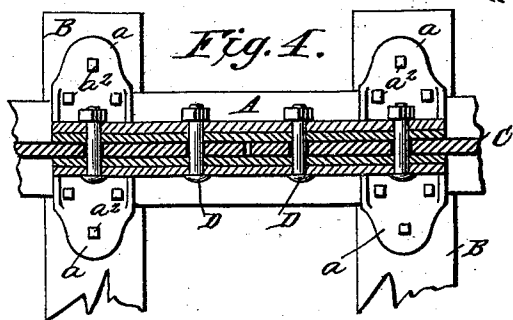


Fig. 4.

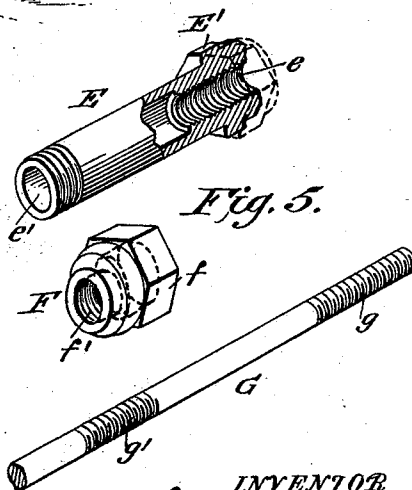


Fig. 5.

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# UNITED STATES PATENT OFFICE.

JAMES PETER KIMBLE, OF ROSE HILL, IOWA.

## TRACK-CLAMP.

SPECIFICATION forming part of Letters Patent No. 499,233, dated June 13, 1893.

Application filed November 16, 1892. Serial No. 452,233. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES PETER KIMBLE, residing at Rose Hill, in the county of Mahaska and State of Iowa, have invented certain new and useful Improvements in Track-Clamps, of which the following is a specification.

This invention relates to clamp devices for railroad rails and it refers more particularly to improvements, on a similar invention for which Letters Patent were granted me June 28, 1892, No. 477,943.

My present invention has for its object to provide a simple and inexpensive track clamp which will effectively serve for its intended purpose, and such invention consists in the peculiar combination and novel arrangement of parts, all of which will hereinafter be fully described in the specification and particularly pointed out in the claims, reference being had to the accompanying drawings, in which—

Figure 1 is a sectional view, showing my improved clamp devices as applied to the rails. Fig. 2 is a perspective view of one of the clamps secured to the rail. Fig. 3 is a similar view of a modified form of clamp; the plates and brace ribs being omitted. Fig. 4 is a horizontal section of the meeting ends of two rails and my improved clamp devices applied, and Fig. 5 is a perspective view partly in section of the clamp rod and bolt, hereinafter more specifically referred to.

The preferred construction of clamp, is shown most clearly in Fig. 2 and such clamp consists of the sections A, A, which are of a length sufficient to extend onto a pair of ties B, B, their end portions having the plates  $a$ ,  $a$ , through which the fastening spikes are driven as shown, and such ends have brace ribs  $a'$  to impart additional strength thereto, at such tie ends.

Each of the sections A, has a base portion A' which fits over and extends under the foot or flange  $c$  of the rail C, such portion A' extending longitudinally the entire length of the clamp section; the opposing sections of the clamp embracing the rail, their lower or base portions A' forming the chair in which the base of the rail seats, (see Fig. 1) and such sections are securely held to the rail by the nuts and bolts D, in the usual manner.

Each clamp section A, has formed integral therewith, on its under face and centrally

thereof, an apertured lug or socket D', in which is seated a clamp nut, E, having a tubular extension which extends entirely through the two sockets D' of the clamp sections, its inner end being projected beyond the inner socket D', and externally threaded to receive the internally threaded portion  $f$  of a clamp nut F, while its outer section has a head E' as shown.

It will be noticed by reference to Figs. 3 and 5 that the clamp nut E has a smooth bore  $e$  nearly its entire length the outer end of such bore  $e$  being reduced in diameter and threaded as at  $e'$ , and it will also be observed by reference to such figures that the nut F has its bore reduced and threaded as at  $f'$ .

G indicates the tie rod which is formed with the screw sections  $g-g'$  at each end.

The clamp devices described are applied to the rails in the following manner: the two sections A and A are seated against the web and base of the rails and secured by the bolts and nuts in the usual manner. The tubular nuts F having been applied to the rod G and screwed on the threaded sections  $g'$ , the ends of such rods are passed into the sockets D'. The tubular nuts E are then fitted over such ends of the rod G, their threaded portions  $e'$  engaging the threaded sections  $g$ . After such nuts E have been screwed almost home the nuts F are then screwed on the threaded ends of nuts E, after which by turning the rod G, they will serve to draw the clamp and rails so that they may be adjusted to the proper gage; it being obvious that as the clamp at each end is independently adjustable, the rails can be also independently adjusted.

By connecting the several clamp nuts and the rod in the manner shown and described, an effective and positive means are provided, which are not likely to lose their adjustment by the jars incident to the rails during the passage of trains. It should also be stated that by providing the clamp sections with tie plates, the rails can be further secured after they have been set to the proper gage by the spikes  $a^2$ . I desire it understood, however, that I do not confine myself to a clamp member having tie plates, as these may be omitted, as also the brace ribs  $a'$  and the clamp section formed in the manner clearly shown in Fig. 3 of the drawings.

When using the clamp at the meeting ends of the rails, I prefer to employ the sections having the tie plates and braces, and in connection with such sections, I use the fish plates H, see Fig. 4.

From the foregoing description taken in connection with the drawings it will be seen that my improved clamp presents many advantages, in that the means for adjusting are more effective, the clamp sections serving also as a chair for the rail, the several parts being of such a simple construction that they can be quickly assembled and readily detached when desired.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a track clamp in combination, clamp sections adapted to embrace the rail, having apertured lugs or sockets on their under faces, a tubular nut E seated in the adjacent sockets of such sections, said nut having a head at one end, an exteriorly threaded portion at its opposite end, and also having an internal threaded portion at its head end, an apertured nut F adapted to fit upon the end of the nut E, and a tie rod, having threaded ends, such ends adapted to pass through the nut F and engage the internally threaded portion of the nut E, all substantially as and for the purposes described.

2. A track clamp comprising the sections A, having tie plates at their ends for engaging the cross ties, and the sockets D' on their inner faces, the nuts E, F, and the rod G, all arranged substantially as shown and for the purpose described.

3. The combination in a track clamp of the sections A, having tie plates *a* and brace or web portions *a'* at their ends and inwardly extending base portions A' such portions having apertured lugs or sockets D' and means for connecting the opposite clamp sections together, substantially as shown and described.

4. In a track clamp, the combination with the sections A, having the base portions A', and the sockets D', of the tubular nut E having an externally threaded inner end, and an internally threaded portion *e'* at its outer end, the nut F having an internally threaded portion adapted to engage the externally threaded end of the nut E and a reduced internally threaded portion *f'*, and the rod G having threaded sections *g—g'* adapted to engage the threaded portions *e'* and *f'* of the nuts E and F respectively, all substantially as and for the purposes described.

5. In a track clamp, the combination with the rails, the fish plates H at their meeting ends, the sections A, A, having base portions A' forming a seat for the rails, and tie plates *a'* adapted to be secured to the ties, each section A having an apertured lug or socket member D', and the clamp nuts and rod for connecting such sockets of the opposite sections, all substantially as and for the purposes described.

In testimony whereof I affix my signature in presence of two witnesses.

JAMES PETER KIMBLE.

Witnesses:

ED JONES,  
J. W. DOAK.