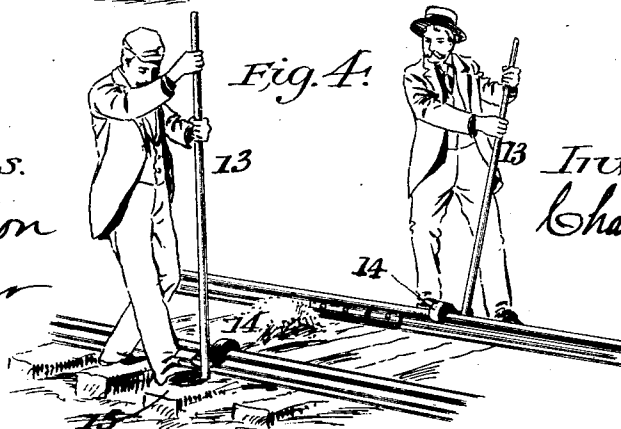
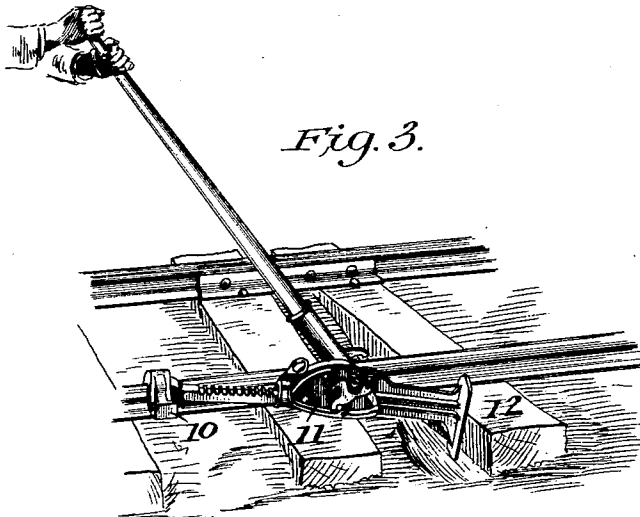
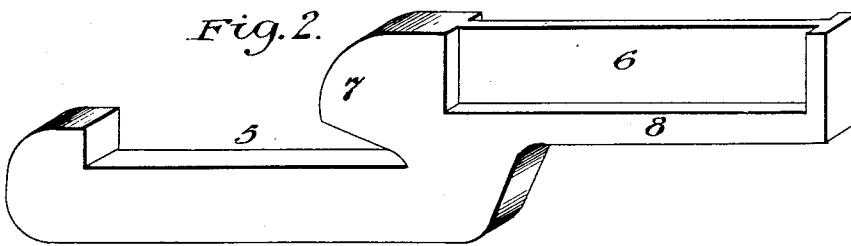
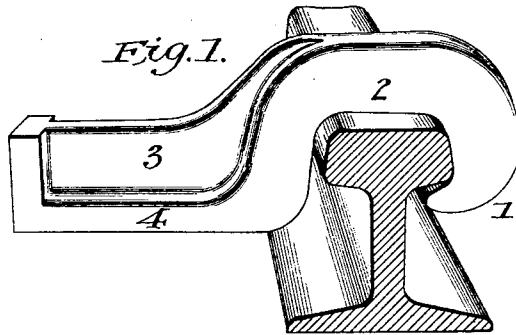


(No Model.)

C. R. WATSON.
TRACK CLUTCH.

No. 587,772.

Patented Aug. 10, 1897.



Witnesses.
O. W. Boleson
Geo. Bower

Inventor.
Charles R. Watson

UNITED STATES PATENT OFFICE.

CHARLES R. WATSON, OF STANWOOD, MICHIGAN.

TRACK-CLUTCH.

SPECIFICATION forming part of Letters Patent No. 587,772, dated August 10, 1897.

Application filed November 20, 1896. Serial No. 612,890. (No model.)

To all whom it may concern:

Be it known that I, CHARLES R. WATSON, a citizen of the United States, residing at Stanwood, in the county of Mecosta and State of Michigan, have invented a new and useful Track-Clutch, of which the following is a specification.

My invention relates to trackwork in rail-roading.

My device is to be known as "Watson's patent track-clutch." It is to be made in two patterns, one to conform to the top of the rail and the other to the bottom of the rail, but both for the same purpose. The clutch for the top of the rail is ten and one-half inches long, three and one-half inches high, two and one-fourth inches wide. The clutch for the bottom of the rail is one and one-half inches longer. (See drawings Nos. 1 and 2.) They are made of malleable iron of such a form to fit the rail, and by pressing sidewise on them it forms a grip or clutch on the rail. By placing a track-jack against the side of clutch and the other end against a tie it gives a hold whereby a person has power enough to shove slewed ties to their proper position without having to dig out the gravel. (See drawing No. 3.) The creeping of the rails causes some of the ties to move with the rail where they are spike-bound or where they are slotted at joints, thereby causing part of the ties to become slewed, while others remain as placed at right angle with rail. The old system is to dig out the gravel, then pound the tie with a sledge to its proper position, then have to repack the tie, which takes a great deal of time. By using my clutch in connection with track-jack, as stated above, a person can shove the ties to their proper position without having to remove any gravel or having to repack the tie when placed, thereby saving great amount of labor. Two men can accomplish as much with the use of my clutches as six men can the old way. Then in renewing ties they can be used to a great advantage by placing them on the rails alongside of the old tie that is to be removed, using the clutches as a fulcrum and lining-bars as levers. (See drawing No. 4.) It gives a person leverage power enough to shove the old tie from its bed (into a trough dug alongside of tie to pull it out from under the rail) and the new tie back in

on same bed without having to remove but very little of the gravel, thereby saving the work of repacking the new tie.

Figure 1 represents the top clutch to go over top of rail. 1 is a projection reaching under ball of rail to hold the clutch from dropping down on opposite side. 2 is an opening to fit ball of rail. 3 is a shelf for jack-head to rest in. 4 is the bottom of shelf to be used as a fulcrum for lever.

Fig. 2 represents the bottom clutch for base of rail. 5 is an opening to fit base of rail. 6 is a shelf for jack-head to rest in. 7 is a projection that lies over top of base to hold clutch up in position. 8 is the bottom of shelf to be used as a fulcrum. They are to be made of such size as to fit the rail loosely, so they can be placed on the rail and lifted off easily, and yet hold their position without the aid of any keys or set-screws. When in use, all pressure is brought to bear laterally upon them, thus forming a grip upon the rail which will not slip.

Fig. 3 represents track-clutch in use, pressing slewed ties to their proper position with track-jack. 10 is the clutch on rail. 11 is a track-jack with head resting on shelf of clutch. 12 is one of the joint-ties pressed to its proper angle while the other remains slewed out of position.

Fig. 4 represents another use of clutches in renewing ties, also to be used in the manner for spacing ties. 13 13 are lining-bars used as levers to press the old tie from its bed (into a trough dug alongside of old tie) and new tie back in on same bed. 14 14 are track-clutches in position on rail. 15 is a new tie pressed back on old bed.

What I claim as my invention, and desire to secure by Letters Patent, is—

A track-repairing tool formed in one piece consisting of a clutch portion adapted to clamp, one the head and the other the foot of rail, and having a laterally-extending shelf or arm provided with a ledge adapted to support a track-jack or lining-bars substantially as shown and described.

CHARLES R. WATSON.

Witnesses:

O. W. COLESON,
GEO. BOWER.