(No Model.)

J. F. ADAMS.

RAILROAD TRACK CLAMP.

No. 457,596. Patented Aug. 11, 1891.

Fig. 1.

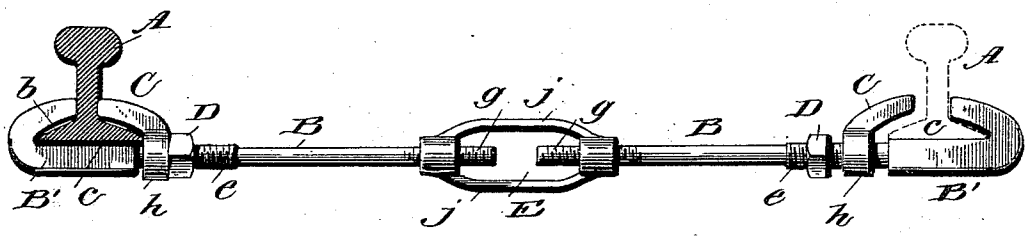


Fig. 2.

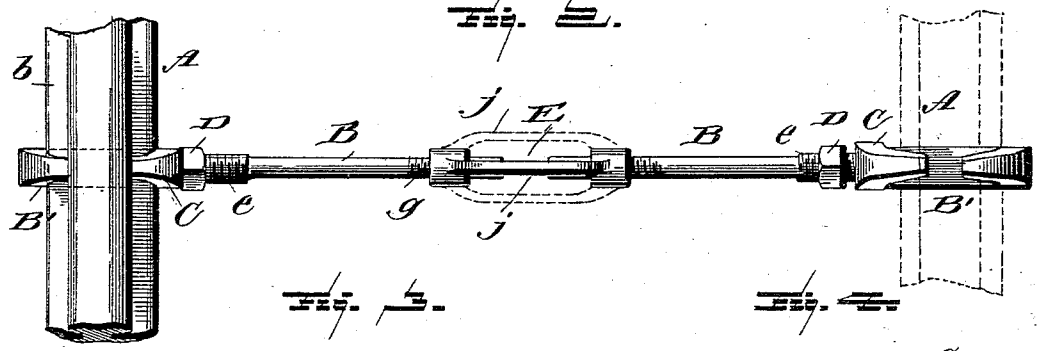
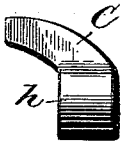


Fig. 3.



Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

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RAILROAD-TRACK CLAMP.

SPECIFICATION forming part of Letters Patent No. 457,596, dated August 11, 1891.

Application filed May 6, 1891. Serial No. 391,778. (No model.)

To all whom it may concern:

Be it known that I, JOHN FAIN ADAMS, a citizen of the United States, residing at Seddon, in the county of St. Clair and State of Alabama, have invented certain new and useful Improvements in Railroad-Track Clamps; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference marked thereon.

This invention relates to certain new and useful improvements in railroad-track clamps; and it has for its objects, among others, to provide a simple, cheap, and durable clamp which will effectually prevent the track from spreading and by which the rails can be easily and readily drawn together when desired. No holes are necessary in the rail, and when in position will not be in the way of putting in new cross-ties when occasion should require.

Other objects and advantages of the invention will hereinafter appear, and the novel features thereof will be specifically defined by the appended claim.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a side elevation of my improvement applied to the rails, one of which is shown in vertical cross-section. Fig. 2 is a top plan of the same. Fig. 3 is a side view of one portion of the clamp. Fig. 4 is a like view of one of the jaws.

Like letters of reference indicate like parts throughout the several views in which they occur.

Referring now to the details of the drawings by letter, A designates a portion of a railroad-rail of known form.

I construct my clamp in two like parts, each of which is as follows:

B is a rod or bar, which is formed at one end with a jaw B′, having an undercut recess *a* to receive the flange *b* of the rail, as seen in Fig. 1. This jaw has a flat upper surface, as seen at *c*, to form a firm support for the rail, as will be seen from Fig. 1, and adjacent to this flat portion is formed a shoulder *d*, (see Fig. 3,) and extending from this shoulder is the screw-thread *e*, which extends for a portion of the length of the rod or bar, as seen in Fig. 3, where a shoulder *f* is formed, and from this shoulder to the end of the rod or bar the latter is reduced in diameter and provided with screw-threads *g*, the two sets of threads on the rod being one right and the other left, as shown clearly in Fig. 3.

C are jaws having interiorly-threaded bosses *h*, which are engaged with the threads *e* of the rods or bars B, and adapted to fit over and hold the inner flange of the rail, as seen in Fig. 1. D are set-nuts upon the said threads *e* and adapted to follow the jaws C, as shown in Fig. 1.

In practice the two rods are arranged as shown in Figs. 1 and 2, and the jaws engaged with the flange of the rails, and the set-nuts then screwed up to bind the jaws firmly against the rails. The adjacent ends of the two rods or bars are joined by a turn-buckle E, which may be of any known form of construction. Turning this turn-buckle draws the rails together till they are the desired distance apart.

The clamp can be applied on any grade and either upon a straight track or upon a curve.

I may sometimes make the jaws with more than one arm, and the turn-buckle may sometimes be formed with more than two connecting-arms *j*, as indicated by dotted lines in Fig. 2, so that a crow-bar may be used to tighten it up.

What I claim as new is—

A track-clamp consisting of two rods formed with fixed jaws having undercut recesses with flat upper bearing-surface and separated screw-threads, both right and left hand, movable jaws movable upon one set of threads, set-nuts movable upon the same threads as the movable jaws, and a turn-buckle connecting the adjacent ends of the rods and movable upon the other set of threads, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JOHN FAIN ADAMS.

Witnesses:

V. J. COST,

W. H. F. ROHERSON.