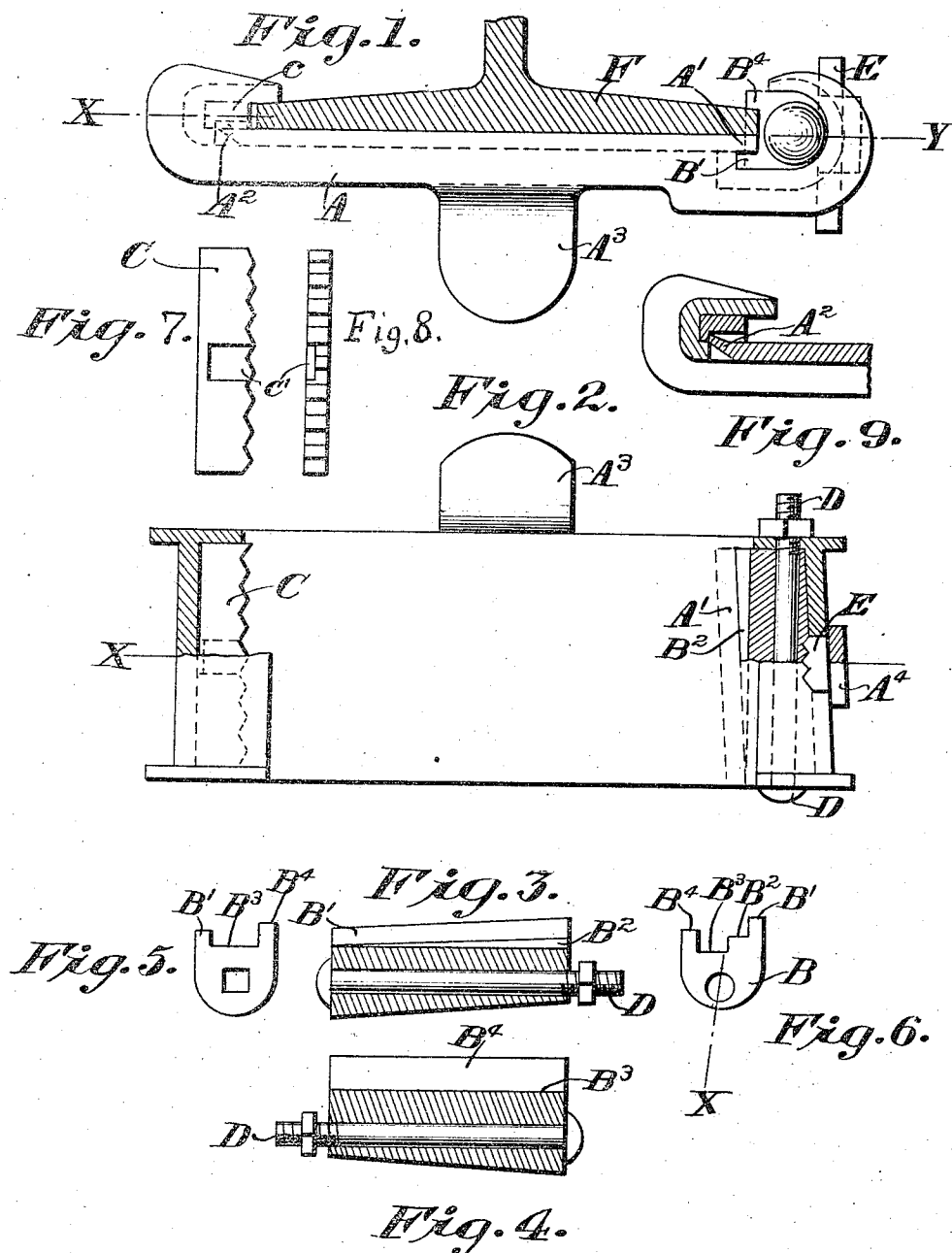


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RAIL CLAMP OR ANCHOR.
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Specification of Letters Patent.

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To all whom it may concern:

Be it known that we, JOSEPH E. FISCHER and NICHOLAS R. NELSON, citizens of the United States, residing at Beaver Dam, in the county of Dodge, State of Wisconsin, have invented a new and useful Improvement in Rail Clamps or Anchors, of which the following is a specification, reference being had to the accompanying drawing, in which—

Figure 1 is a side view of our improved clamp with the foot of a steel rail in place therein. Fig. 2 is partly a plan view of the same, and partly a sectional view on the line X Y in Fig. 1. Fig. 3 is a sectional view of a wedge on the line X in Fig. 6, as it is when in use. Fig. 4 is a sectional view thereof on the same line when the wedge is turned over. Fig. 5 is a view of one end of the same. Fig. 6 is a view of the opposite end thereof. Fig. 7 is a view of the underside of a block of material harder than the main body of the clamp. Fig. 8 is an edge view of the same. Fig. 9 is a sectional view of part of the clamp on the line X in Fig. 2.

"A" is the main body of the clamp comprising a floor or bed on which the rail rests, and a chamber at each end thereof. A hardened block "C" with a corrugated edge rests in one of these, and is retained in place by a lip, "A²" of the large casting, which is bent into a notch, "C¹", of the block, after the latter is put in place. As shown in Fig. 2, this chamber is recessed to prevent end-wise slipping of the block.

"F" is the foot of a steel rail, one of its edges resting in the outer edge of the same chamber, and against the corrugated edge of the block. The opposite chamber extends under a lip "A¹", which forms part of the rail bed of the clamp, and in this chamber the wedge "B" rests. This wedge has in its inner face four different parts or surfaces as follows.

"B¹", a lip which lies under the lip "A¹" of the clamp, and "B²", the top of which is level with the bed of the clamp, these with the outer edge of the wedge being parallel with the chamber. Also the part "B³" lies next the edge of the rail and the lip "B⁴", lies over the edge thereof, these two parts being parallel with the rail. When in use one edge of the rail is first placed in the edge of the chamber containing the block, then the wedge is driven in the opposite

chamber, pressing the rail against the corrugated edge of the hard block. The chamber, open at one end for the reception of the wedge, is closed at the other end, except a round hole for the entrance of a bolt, D. Said bolt extends through the wedge, and when a safety washer is used, makes it impossible for the wedge to start out. Part of the back of the wedge is corrugated and a key "E" is driven in a loop "A⁴", to bring extra pressure on the wedge, and this can be used to connect with the bolt, or instead of it as preferred.

"A³" is the usual depending projection, adapted to rest against a railroad tie, to prevent slipping or crawling of the rail. This clamp is especially adapted for use on railroad track, but can be used for many other purposes.

We claim as our invention:—

1. A rail clamp comprising a rail bed with a chamber at each end, a corrugated block of harder material in one of said chambers, the opposite chamber extending under said bed, and lying at an angle thereto, a wedge adapted to enter said chamber, said wedge having four distinct surfaces in its face, the lower one to lie under the edge of the bed, the second reaching substantially on a level therewith, the third to press against the edge of the rail, and the fourth to lie over the edge of the rail.

2. A rail clamp comprising a suitable bed for the rail, a chamber at each end thereof, one of said chambers being adapted for the entrance of the edge of a rail, the opposite chamber extending under a lip of the bed, a wedge adapted to enter said chamber, and comprising in the surface of its face four parts, the two lower parts lying below the rail, the third lying against the edge of the rail, the fourth lying above it, and a bolt extending through said wedge and securing it in place.

3. A rail clamp comprising a chamber at each end of the bed, one chamber being adapted for the entrance of the edge of the rail, the opposite one extending under the edge of the bed, a corrugated block in the first mentioned chamber, a wedge in the opposite chamber, said wedge having four different surfaces in its face, two of them below the rail, the next one being parallel with the rail, and the upper one above it, the outer edge of the block being corrugated, and a key to hold the wedge in place.

4. A rail clamp comprising a chamber at each end of the bed, a block of harder material, and with a corrugated face, lying in one of said chambers, and a wedge in the
5 opposite chamber, said block having an indentation and a lip from the clamp bent into said indentation.

5. A clamp comprising a main body with a chamber at each end thereof, one chamber
10 giving seat for the article clamped, the other chamber extending under the bed of the clamp, and a wedge adapted to fit therein, said wedge having four surfaces in its face, two of them below said article, another
15 pressing against its edge, and the fourth above it substantially as described.

6. In a rail clamp, a main casting comprising a floor adapted to form a seat for the base of the rail, a chamber under one end of said floor, the roof of said chamber being
20 substantially parallel with said floor, said casting extending outwardly beyond the edge of the base of the rail, then upwardly, then inwardly, a wedge in said chamber, and a chamber at the opposite end of said
25 casting.

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In presence of—

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