C. F. CLAWSON.

ANTICREEPING RAIL CLAMP.

APPLICATION FILED AUG. 14, 1916.

1,207,136.

Patented Dec. 5, 1916.

2 SHEETS—SHEET 1.

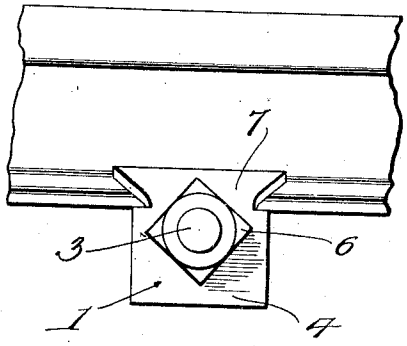


FIG. 1.

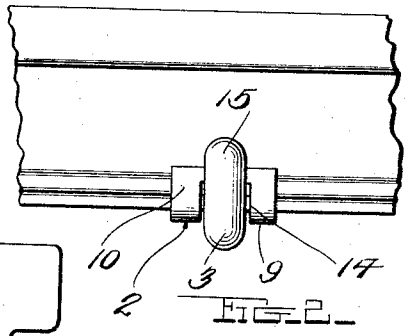


FIG. 2.

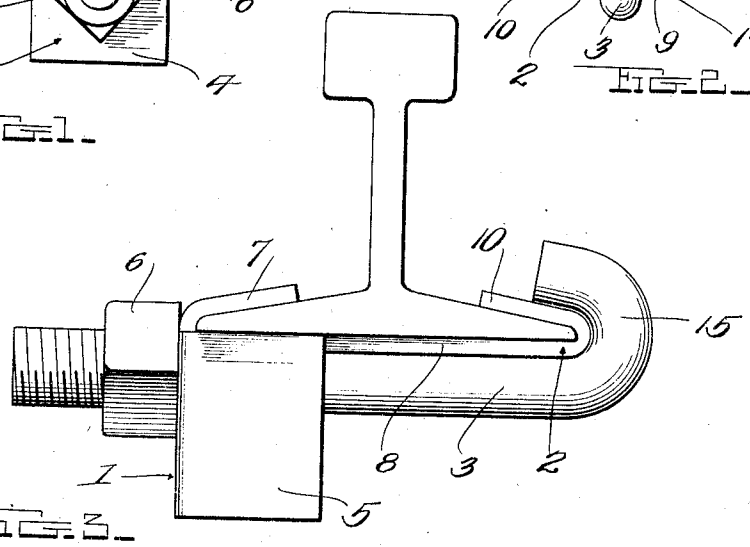


FIG. 3.

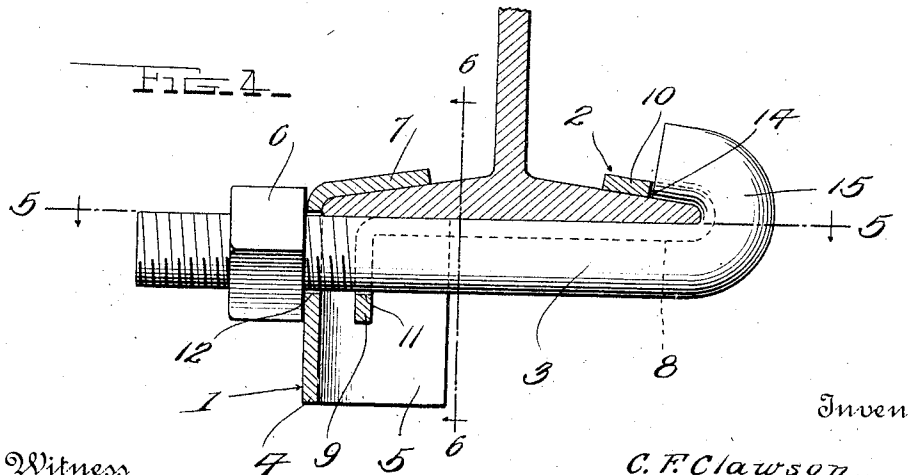


FIG. 4.

Witness
J. R. Pierce

Inventor
C. F. Clawson

By H. B. Williamson & Co.
Attorneys

C. F. CLAWSON.

ANTICREEPING RAIL CLAMP.

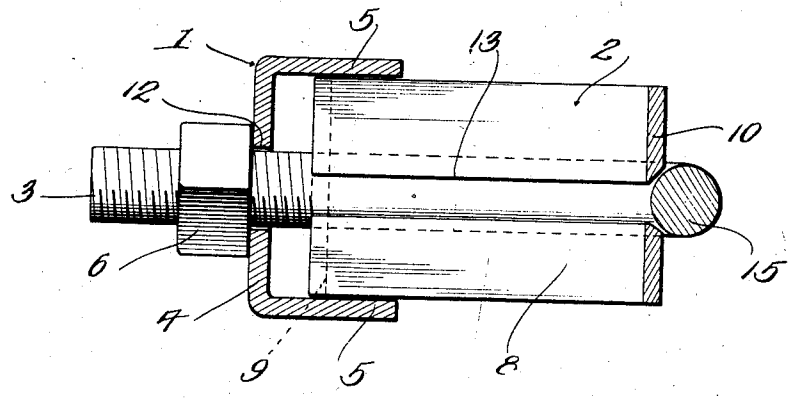
APPLICATION FILED AUG. 14, 1916.

1,207,136.

Patented Dec. 5, 1916.

2 SHEETS—SHEET 2.

FIG. 5



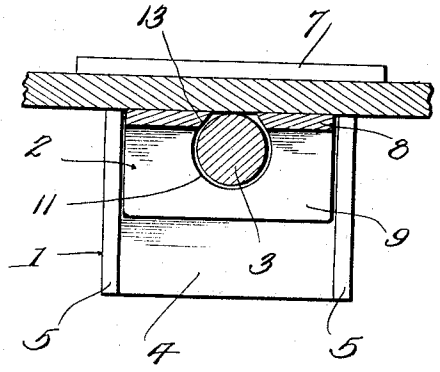


FIG. 6

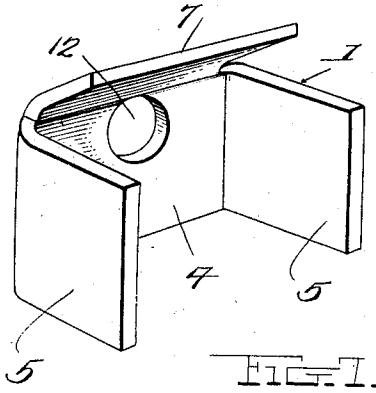
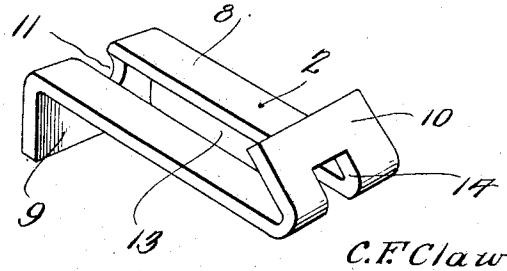


FIG. 7

FIG. 8



Witness

J. R. Pierce

Inventor

C. F. Clawson

By H. B. Williamson & Co.

Attorneys

UNITED STATES PATENT OFFICE.

CHARLES F. CLAWSON, OF MOUNT PLEASANT, IOWA.

ANTICREEPING-RAIL CLAMP.

1,207,136. Specification of Letters Patent. Patented Dec. 5, 1916.

Application filed August 14, 1916. Serial No. 114,895.

To all whom it may concern:

Be it known that I, CHARLES F. CLAWSON, a citizen of the United States, residing at Mount Pleasant, in the county of Henry and State of Iowa, have invented certain new and useful Improvements in Anticreeping-Rail Clamps; and I do 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 is an improved type of clamp for application to railway rails to prevent creeping thereof, the object being to provide a simple and inexpensive clamp of the class described which, regardless of these characteristics, will be highly efficient and durable.

With the foregoing general object in view, the invention resides in certain novel features of construction and in unique combinations of parts to be hereinafter fully described and claimed, the descriptive matter being supplemented by the accompanying drawings which constitute a part of this application and in which:

Figures 1 and 2 are side elevations of portions of a rail showing the invention applied thereto; Fig. 3 is an end elevation of the rail and the clamp thereon; Fig. 4 is a vertical transverse section of the rail and the clamp; Fig. 5 is a horizontal section on the plane of the line 5—5 of Fig. 3; Fig. 6 is a detail vertical section on the plane of the line 6—6 of Fig. 4; Fig. 7 is a perspective view of one jaw member of the clamp; and Fig. 8 is a similar view of the other jaw member.

In specifically describing the structure shown in the drawings above briefly described, similar characters will be placed on corresponding parts throughout the several views and reference will be herein made to the numerous elements by their respective indices. To this end, the numerals 1 and 2 designate the two jaw members of the improved clamp while 3 has reference to the bolt employed for drawing said members into contact with opposite edges of the base of a rail.

The member 1 is stamped from a metal plate 4, the ends of said plate being bent laterally in the same direction to form a pair of flanges 5 which abut the under side of the rail and serve as means for preventing the jaw member 2 from rotating when the nut 6 on the bolt 3 is being tightened or loosened. The upper edge of the plate 4 is bent laterally in the same direction as the ends 5 and forms a horizontal flange 7 adapted to overlie one edge of the base of a rail.

The jaw member 2 is constructed of a single rectangular metal plate 8 preferably of the same thickness as the plate 4, said plate 8 equaling in width the space between the end flanges 5 of the jaw member 1, one end of said plate being received slidably between said flanges as shown. This end of the plate in question is bent downwardly to form a flange 9 whose ends abut the flanges 5 to prevent any possibility of the plate 8 rotating. The other end of the plate 8 is bent upwardly and inwardly at 10 to form a hook to receive the edge of the rail base opposite that gripped between the flanges 5 and 7. The flange 9 and the plate 4 are formed with bolt holes 11 and 12 respectively through which the bolt 3 passes, said bolt extending beneath the plate 8 but being partially received in a slot 13 which is formed longitudinally of said plate, one end of said slot opening into the bolt hole 11, while the other end thereof extends throughout approximately half the length of the hook 10 to form a seat 14 which receives a portion of a hook 15 on the unthreaded end of the bolt 3, this construction serving to prevent rotation of the bolt when the nut 6 thereof is turned, since the jaw member 2 is held against rotation by the contact of its flange 9 with the end flanges 5 of the member 1.

In use, the devices constructed as above described are clamped at suitable intervals on the rails of a railway in such position as to cause them to abut the ties in case the rails have any creeping action, due to expansion or contraction. It will thus be evident that any movement due to these causes or others will be arrested.

The entire device is simple and inexpensive and may therefore be easily manufactured, pressed steel being used for both members 1 and 2, whereby the manufacturing operation is greatly facilitated. On account of these advantages, the specific construction shown and described is preferable, but it is to be understood that within the scope of the invention as claimed, I may make numerous minor changes.

I claim:

1. A rail clamp of the class described comprising a jaw member to engage one edge

of the base of a rail, said member having a pair of vertically disposed flanges located below its rail engaging portion and having a bolt hole between said flanges, a second jaw member having at one end a hook to engage the other edge of the rail base, the other end of said second jaw member being received slidably but non-rotatably between the aforesaid flanges, and a bolt extending beneath said second jaw member and having one end projecting through the aforesaid bolt hole and provided with a nut, the other end of said bolt having thereon a hook, the hook of said second jaw member having a seat receiving said hook of the bolt to prevent rotation of the latter when tightening or loosening the nut.

2. A rail clamp of the class described comprising a clamping member having means to engage one edge of the base of a rail, said member being provided below its rail engaging means with a pair of upstanding flanges and having a bolt hole between said flanges, a second clamping member formed of a single metal plate adapted to underlie the rail base, one end of said plate being bent downwardly to form an upright flange received slidably between the aforesaid flanges and having a bolt hole alined with the aforesaid hole, the other end of said plate being bent upwardly to form a hook to receive the edge of the rail base opposite that engaged by the first named member, a clamping bolt extending beneath the aforesaid plate and through the alined bolt holes a nut threaded on one end of said bolt adjacent said first named clamping member, and a hook on the other end of said bolt, the hook on the aforesaid plate having a seat receiving the hook of said bolt to prevent rotation of the latter when its nut is being tightened or loosened.

3. A rail clamp of the class described comprising a clamping member having means to engage one edge of the base of a rail, said member being provided below its rail engaging means with a pair of upstanding flanges and having a bolt hole between said flanges, a clamping bolt passing through said bolt hole and having on one end a hook, the other end of said bolt being provided with a clamping nut for engagement with the clamping member, and a second clamping member formed of a single metal plate to extend beneath the base of the rail, one end of said plate being bent downwardly to form a flange which is received slidably between the flanges on the first named clamping member, the other end of the plate being bent upwardly to form a hook for engagement with the edge of the rail base opposite that received by the first named clamping member, the aforesaid flange having a bolt hole receiving the bolt while the body of the aforesaid plate is formed with a longitudinal slot which opens into said bolt hole at one end and extends along the hook at its other end to partially receive the hook of the clamping bolt to prevent rotation of the latter when the nut thereof is being tightened or loosened.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

CHARLES F. CLAWSON.

Witnesses:
EARL HUENE,
C. W. STAEBLER.