Oct. 23, 1923. 1,471,950

B. F. DRENNING

RAILROAD SWITCH POINT CLAMP

Filed Feb. 6, 1923

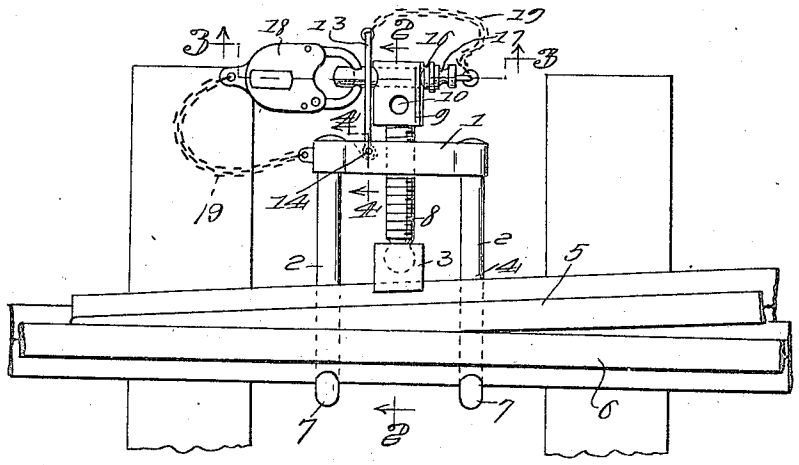

Fig. 1.

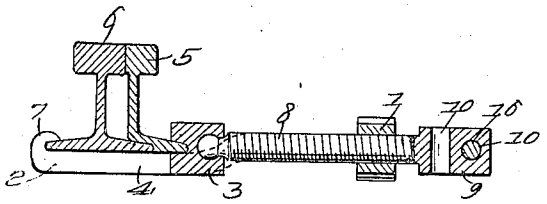

Fig. 2.

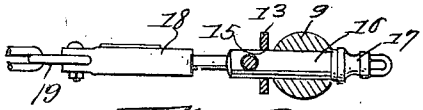

Fig. 3.

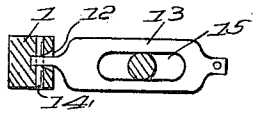

Fig. 4.

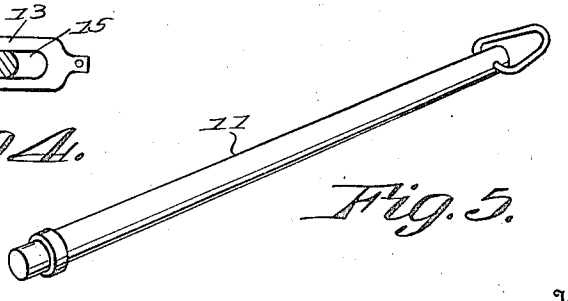

Fig. 5.

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UNITED STATES PATENT OFFICE.

BENJAMIN F. DRENNING, OF CUMBERLAND, MARYLAND.

RAILROAD SWITCH-POINT CLAMP.

Application filed February 6, 1923. Serial No. 617,270.

To all whom it may concern:

Be it known that I, BENJAMIN F. DRENNING, a citizen of the United States of America, residing at Cumberland, in the county of Allegany and State of Maryland, have invented new and useful Improvements in Railroad Switch-Point Clamps, of which the following is a specification.

The purpose of the invention is to provide a locking clamp for switch points by means of which the said switch points may be held in the desired position for any specified length of time and without liability of them accidentally becoming displaced as a result of the traverse of car wheels thereover. A further purpose is to provide such a clamp with a locking means whereby it may not be removed surreptitiously, thus providing for leaving the clamp in attached position without necessity for it being under the eye of a switchman or other employee.

With these general objects in view the invention consists in a construction and combination of parts of which a preferred embodiment is shown in the accompanying drawings, wherein:—

Figure 1 is a top plan view showing the application of the invention, a portion of the track and the main rail and the switch point being shown and the clamp in engaged relation with both to keep the switch point in a position to have the track with which it is connected brought into train communication with the main track.

Figure 2 is a longitudinal sectional view on the line 2—2 of Figure 1.

Figure 3 is a section on the line 3—3 of Figure 1.

Figure 4 is a section on the line 4—4 of Figure 1.

Figure 5 is a perspective detail showing the pin wrench.

In the operation of trains in yards or elsewhere where it is necessary to divert a train from the main track to a siding or to a branch track, it is necessary to fixedly retain the switch point of the branch track in the proper position to effect train communication between the same and the main track when the switch is broken or run through and frequently spikes are resorted to, driven into the tie, to retain the switch point in place. The invention seeks to do away with such subterfuges and to this end comprises a clamp having a transverse head bar 1 provided with the relatively fixed hook members 2 and the relatively movable clamping member 3, the former consisting preferably of rods disposed at the extremities of the cross bar 1 and engaged with the latter, preferably by means threading the terminals of the hook members through the cross bar and finally welding them to the cross bar on opposite sides of the latter. The hook members are preferably rods offset as indicated at 4 to pass below the base flanges of the switch point 5 and rail 6, and provided with terminal hook noses 7 engaging the edge of the base flange of the rail 6 opposite the switch point. The clamping member 2 is preferably a longitudinally slotted block engaging the edge of the base flange of the switch point and is swivelly mounted on the extremity of an operating screw 8 threadingly engaged with the cross bar 1 between the hook members 2. The screw 8 is formed with a head 9 provided with the transverse eyes 10, 90° apart, or closer, if practice demands it. The eyes are designed for the reception of a pin wrench 11 by means of which turning movement may be imparted to the screw to effect firm clamping engagement of the block or clamping member 3 with the base flange of the switch point.

In order that the vibration due to the traverse of the train may not tend to loosen the clamp when once engaged, the cross bar 1 on the outer face is formed with a pocket 12 in which is seated one terminal of a plate 13 which is pivotally mounted on a pin 14 spanning the pocket. The plate may thus swing to a position parallel with the head of the screw 8 or swing away from the latter to an acute angle with reference to the bar 1 but when in the former position, it is adapted, because of the longitudinal slot 15 forming it, to pass over the extremity of a pin 16 which is adapted for insertion through the openings 10, so that its head 17 may abut the head of the screw and its opposite extremity protrude far enough beyond the plate to receive a lock 18 of the variety commonly used in connection with switches and railroad work. The flexible member 19, consisting of a chain terminally secured to the plate 13 and to the head of the pin 14, serves as the means for securing the pin 14 to the device to prevent its loss.

Having described the invention, what is claimed as new and useful is:—

1. A device for the purpose indicated comprising a cross bar, spaced hook elements

extending from said cross bar and provided with terminal hooks, a clamping member, a screw threadingly engaged with said cross-bar and having a swivel connection with said clamping element, and means carried by the cross bar and engageable with one terminal of the screw for securing the other against turning movement.

2. A device for the purpose indicated comprising a cross bar, spaced hook elements connected with said cross bar and provided with terminal hooks, a clamping element consisting of a slotted block, said hook and clamping elements being adapted for engagement with the edges of the base flanges of a rail and switch point, a screw threadingly engaged with said cross bar and having a swivel connection with said clamping element and provided with a terminal head formed with transverse eyes, a pin insertable through said eyes, a plate pivotally connected with the cross bar and movable laterally toward and away from the head of the screw and provided with a longitudinal slot through which the extremity of said pin passes, and locking means engaging the pin and abutting the plate to preclude removal of the pin and consequently preclude turning of the screw.

In testimony whereof I affix my signature.

BENJAMIN F. DRENNING.