

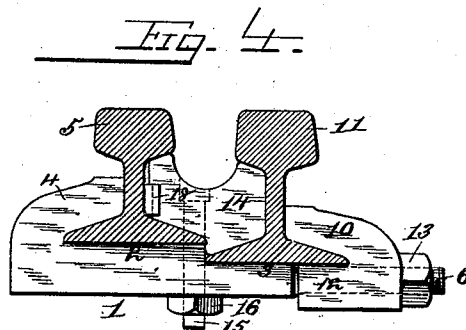
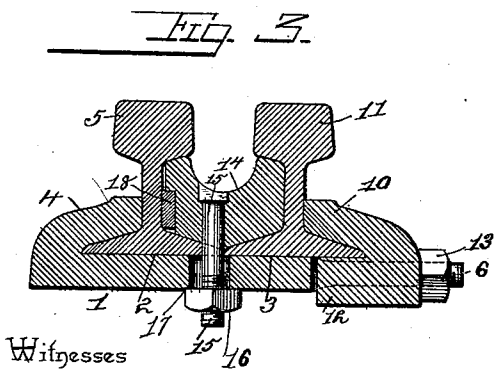
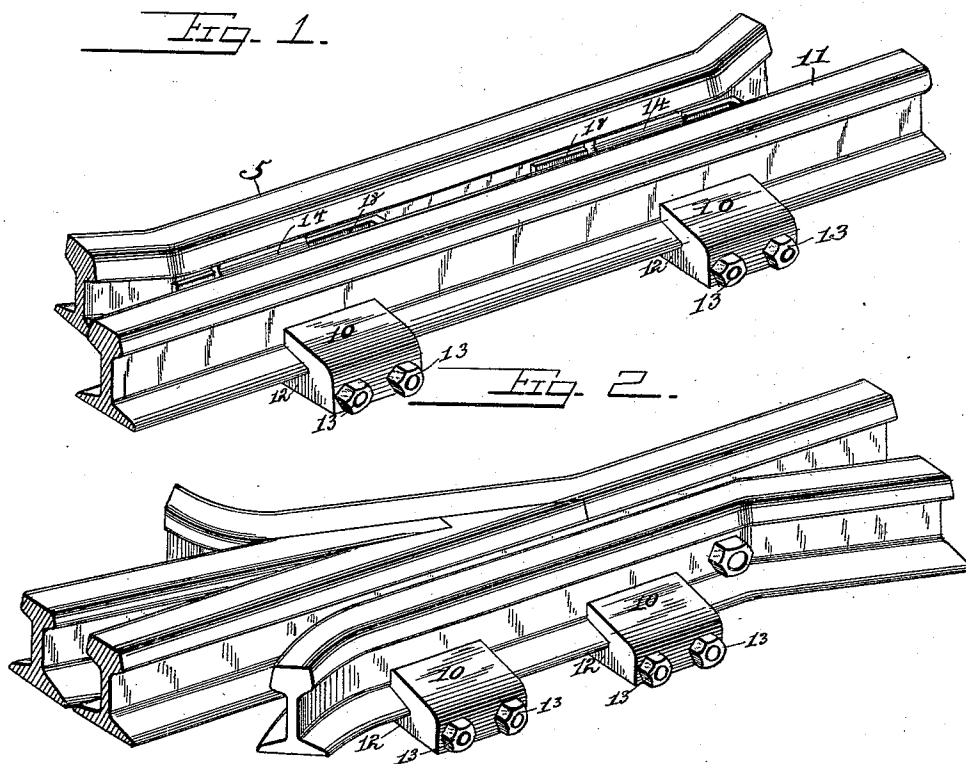
(No Model.)

2 Sheets—Sheet 1.

H. R. WOLPERT.
RAIL CLAMP.

No. 479,867.

Patented Aug. 2, 1892.



Inventor

Walter Tamariss
N. J. Riley

By his Attorneys,

Henry R. Wolpert.

Cashow & Co.

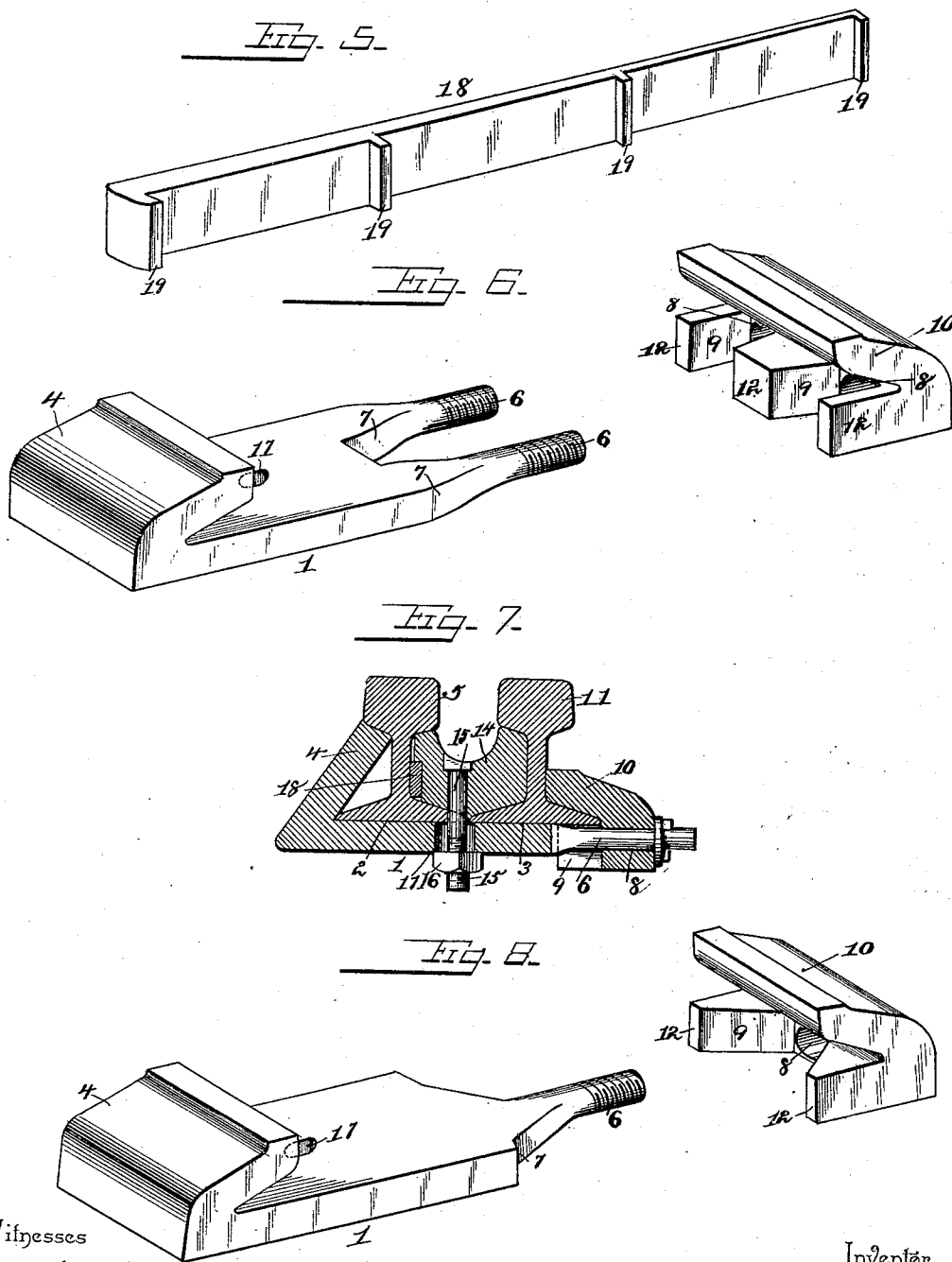
(No Model.)

H. R. WOLPERT.
RAIL CLAMP.

2 Sheets—Sheet 2.

No. 479,867.

Patented Aug. 2, 1892.



Witnesses

Walter Tammis
H. J. Wiley

Inventor

By his Attorneys,

Henry R. Wolpert

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

HENRY R. WOLPERT, OF LANCASTER, PENNSYLVANIA.

RAIL-CLAMP.

SPECIFICATION forming part of Letters Patent No. 479,867, dated August 2, 1892.

Application filed February 18, 1892. Serial No. 422,008. (No model.)

To all whom it may concern:

Be it known that I, HENRY R. WOLPERT, a citizen of the United States, residing at Lancaster, in the county of Lancaster and State of Pennsylvania, have invented a new and useful Rail-Clamp, of which the following is a specification.

The invention relates to improvements in rail-clamps.

10 The object of the present invention is to provide a simple and inexpensive rail-clamp which will be adapted for guard-rails, frogs, broken joints, and kindred uses and which will permit a guard-rail as it becomes worn to be adjusted toward the main rail to preserve the proper distance between the two rails.

20 The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view showing the clamp applied to a guard-rail. Fig. 2 is a similar view showing the clamp applied to a frog. Fig. 3 is a transverse sectional view of the clamp as shown in Fig. 1. Fig. 4 is a similar view, the clamp being shown in elevation. Fig. 5 is a detail perspective view of the gage-plate. Fig. 6 is a similar view of the clamp, the adjustable jaw being separated. Fig. 7 is a transverse sectional view of the clamp, its stationary jaw being arranged for bracing the head of the rail. Fig. 8 is a perspective view illustrating a modification of the clamp, the adjustable jaw being separated as shown in Fig. 6.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

40 1 designates a clamp consisting of a flat plate provided on its upper face with rail-seats 2 and 3 and having at one end a flange 4, forming a stationary jaw and receiving between it and the plate the lower flange of a rail 5 and extending over the lower flange of the rail and bracing the latter. The other end of the plate is provided with extensions 6, which have their inner portions 7 enlarged and which fit in openings 8 and recesses 9 of an adjustable jaw 10, adapted to be advanced on the extension to clamp the bottom flange

of a rail 11 in a manner similar to the rigid jaw of the clamp. The adjustable jaw 10 is provided with the lips or flanges 12, which fit beneath the rail 11 and make the adjustable jaw perfectly rigid with the rail 11, and the enlarged portions 7 of the extensions and the flaring-recesses 9 of the adjustable jaw prevent the latter twisting or shifting out of position. The ends of the extensions 6 are preferably threaded and the adjustable jaw is advanced by means of nuts 13 to clamp the rails; but a key and washers may be employed instead of a nut. The rail 5 is a guard-rail and the rail 11 is a main rail, and the two rails are properly spaced by a block 14, which is provided with a vertical opening and is secured to the clamp by a bolt 15 and a nut 16, the guard-rail being provided with a notch and the clamp having an elongated opening 70 17 to permit the passage of the bolt, the opening of the clamp being elongated to permit the adjustment of the latter. The distance between the heads of the rails is regulated by means of a gage-plate 18, which is interposed between the block 14 and the web of the guard-rail and gradually tapers in thickness, whereby as the guard-rail becomes worn and the distance between the two rails increases by interposing a narrower portion of the gage-plate between the block and the guard-rail the latter may be moved closer to the main rail to compensate for the wear. The gage-plate is provided at regular intervals with shoulders 19, which fit against the ends of the block to prevent it shifting longitudinally and loosening the parts.

The more improved rails are larger than the old style rails and their treads are a little higher than the old rails, and in order to enable old rails to be employed as guard-rails and to bring the treads at the proper height the seat 2, which holds the guard-rail, may be elevated, as illustrated in Fig. 4 of the accompanying drawings.

95 The flange 4 engages the rail 5 below the head and supports and braces the guard-rail, and it may be constructed, as illustrated in Fig. 7 of the accompanying drawings, and be arranged to engage the guard-rail directly below the head and at the bevel thereof.

It will be seen that the rail-clamp is simple

and comparatively inexpensive in construction; that it is adapted to be employed for securing guard-rails to main rails, on frogs, and for analogous purposes; that it will enable a guard-rail to be adjusted toward the main rail to compensate for wear to preserve the proper distance between rails, and that it may be readily employed on rails of various kinds and sizes.

10 What I claim is—

1. The combination, with a clamp comprising a plate having a rigid jaw at one end and an adjustable jaw arranged at the other end of the plate, of a block designed to be interposed between two rails and a gage-plate tapering in thickness and adapted to vary the width of the block, substantially as described.

2. The combination, with a clamp comprising a plate having a rigid jaw at one end and an adjustable jaw arranged at the other end of the plate, of a block designed to be interposed between two rails and a tapering gage-plate provided at intervals with shoulders arranged to fit against the ends of the block, substantially as and for the purpose described.

3. The combination, with a clamp comprising a plate having an elongated opening and provided at one end with a rigid jaw and an

adjustable jaw arranged at the other end of the plate, of a block provided with a vertical opening, a bolt arranged in the opening of the block and in the opening of the plate and securing the two parts together and a gage-plate tapering in thickness to vary the width of the block, substantially as described.

4. The combination of a clamp comprising a plate provided at one end with a flange forming a rigid jaw and arranged to engage a rail beneath the head of the same and an adjustable jaw arranged at the other end of the plate, a block secured to the plate, and a gage-plate to vary the width of the block, substantially as described.

5. The combination of a clamp comprising a plate provided at one end with a rigid jaw and having seats at different heights and an adjustable jaw arranged at the other end of the plate, a block secured to the plate, and a gage-plate, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

HENRY R. WOLPERT.

Witnesses:

JNO. H. SIGGERS,

H. G. PIERSON.