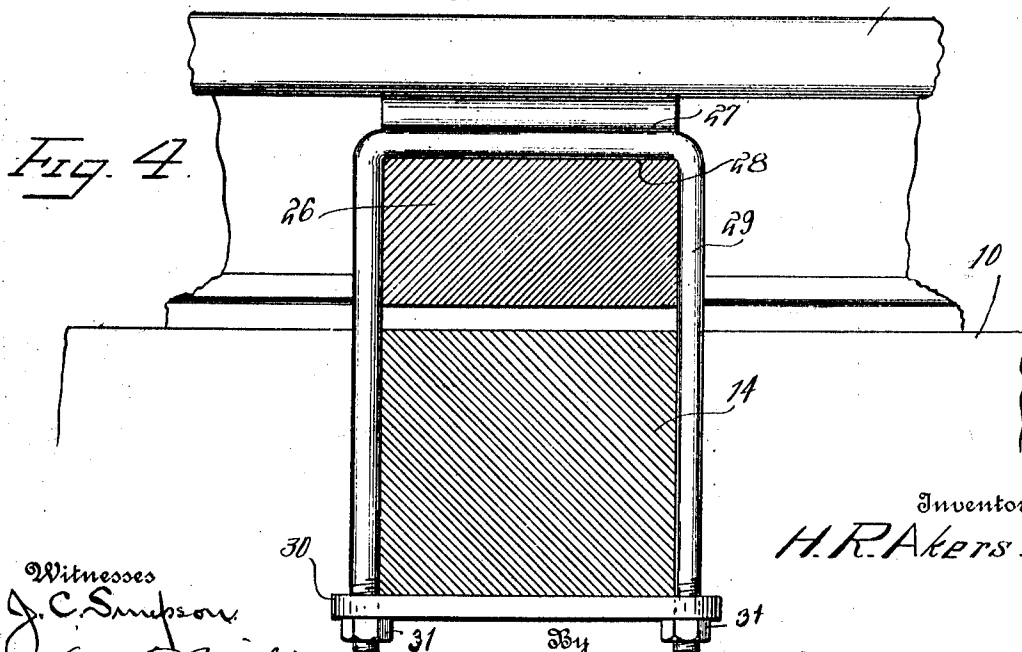
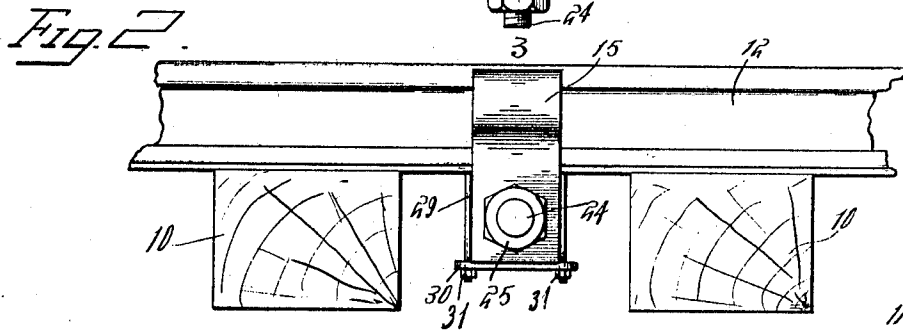
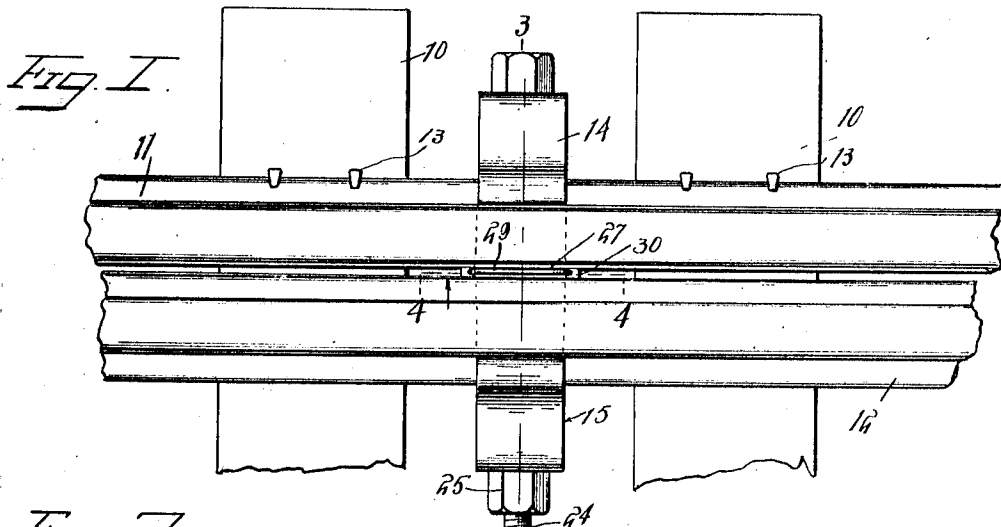


H. R. AKERS.  
GUARD RAIL CLAMP.  
APPLICATION FILED NOV. 7, 1911.

1,020,011.

Patented Mar. 12, 1912.

2 SHEETS—SHEET 1.



Witnesses  
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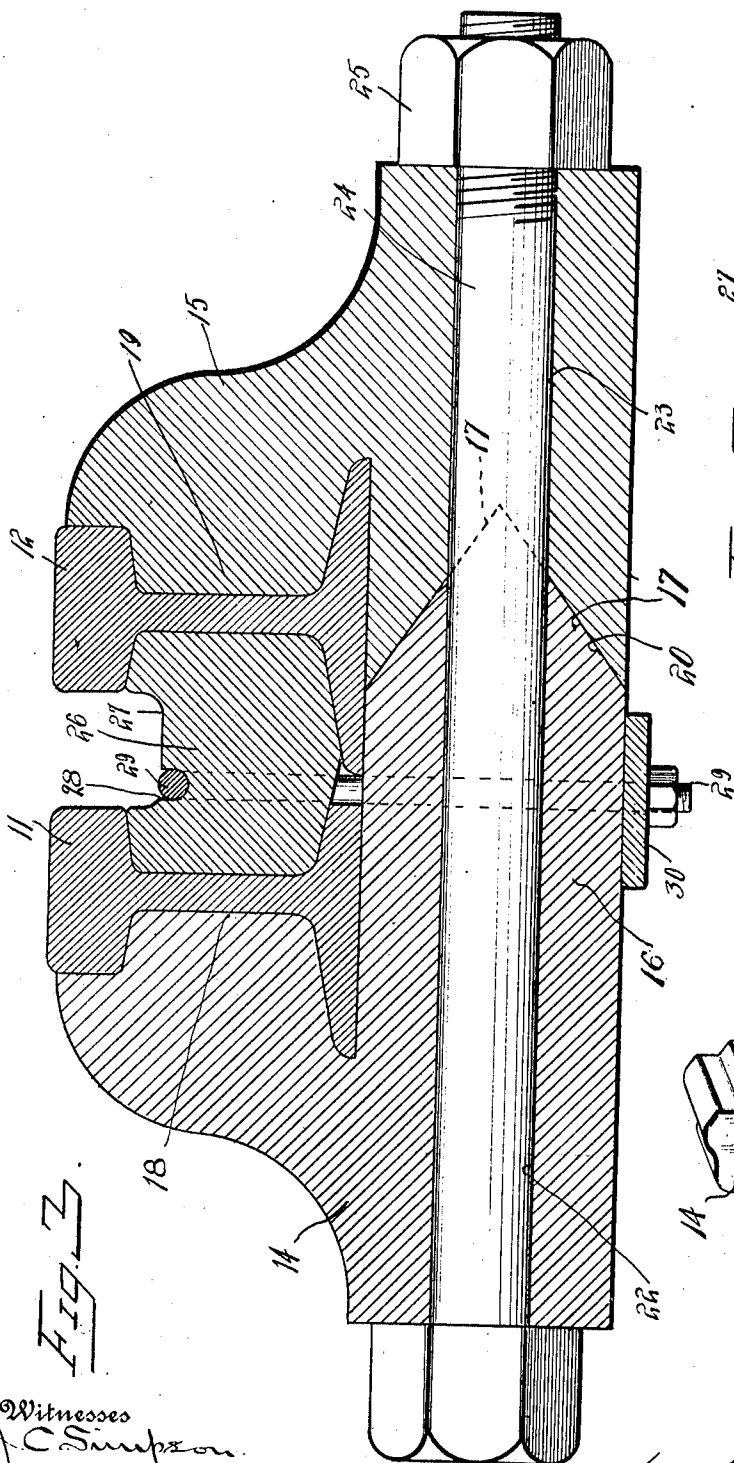


FIG. 3.

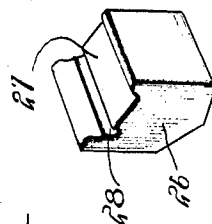


FIG. 4.

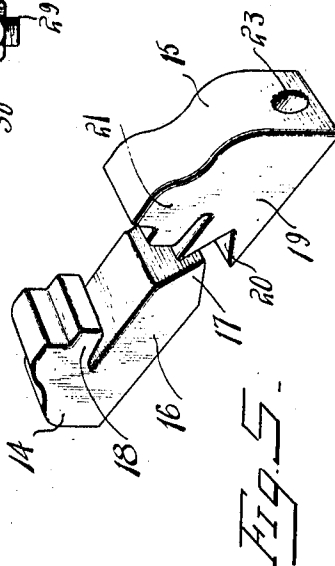


FIG. 5.

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# UNITED STATES PATENT OFFICE.

HARRY R. AKERS, OF TYLER, TEXAS.

## GUARD-RAIL CLAMP.

1,020,011.

Specification of Letters Patent.

Patented Mar. 12, 1912.

Application filed November 7, 1911. Serial No. 658,944.

*To all whom it may concern:*

Be it known that I, HARRY R. AKERS, a citizen of the United States, residing at Tyler, in the county of Smith and State of Texas, have invented certain new and useful Improvements in Guard-Rail Clamps, of which the following is a specification.

This invention relates to guard rail clamps.

The object of the invention resides in the provision of a guard rail clamp which will securely hold the guard rail in proper relation to the main rail and which will prevent said guard rail from moving relatively to the main rail and at the same time will enable the usual spikes and braces employed on guard rails to be dispensed with.

With the above and other objects in view, the invention consists in the details of construction and in the arrangement and combination of parts to be hereinafter more fully described and particularly pointed out in the appended claim.

In describing the invention in detail, reference will be had to the accompanying drawings, wherein like characters of reference denote corresponding parts in the several views, and in which—

Figure 1 is a plan view of a section of a railway track showing a guard rail secured in proper relation to the main rail through the instrumentality of the improved clamp. Fig. 2, a side elevation of what is shown in Fig. 1, Fig. 3, an enlarged section on the line 3—3 of Fig. 1, Fig. 4, an enlarged section on the line 4—4 of Fig. 1, Fig. 5, a detail perspective view of the members of the clamp detached, and Fig. 6, a detail perspective view of the filler block.

Referring to the drawings, 10 indicates the ties of a railway track, 11 the main rail and 12 the guard rail, said main rail and guard rail being supported directly upon the upper faces of the ties 10 and the former being secured to the ties by means of the usual spikes 13.

The guard rail 12 is held in proper relation to the main rail 11 by means of a clamp which includes sections 14 and 15. The section 14 comprises a body 16 the inner end of which terminates in a V-shaped portion 17. The outer end of the body 16 is provided with an upwardly directed extension 18 the inner face of which is so formed as to conform to the superficial shape of the adjacent side of the main rail 11 against

which it is adapted to bear when said section is disposed in clamping position. The section 15 is likewise formed of a body 19 the inner end of which is provided with a recess 20 adapted to receive the V-shaped end 17 of the section 14 when said sections are disposed in clamping relation. The section 15 is further provided with an upwardly directed extension 21 having its inner face formed so as to conform to the superficial shape of the adjacent side of the guard rail 12 against which the inner face of said extension is adapted to bear when the section 15 is in clamping position. It will be here noted that when the sections 14 and 15 are disposed in clamping relation the bottom of the rails 11 and 12 bear upon the upper faces of the body portions 16 and 19 as will be apparent. The sections 14 and 15 are provided respectively with alining longitudinal passages 22 and 23 through which extends a clamping bolt 24 having threaded on one end thereof a nut 25 through the manipulation of which the clamping sections may be drawn toward each other.

Disposed between the rails 11 and 12 and between the extensions 18 and 21 of the clamping sections is a filler block 26 the sides of which conform in superficial shape to the adjacent sides of the rails 11 and 12, the width of said block being such as to hold the rails 11 and 12 a proper distance apart. The upper face of this block 26 is provided with a longitudinal groove 27 designed to prevent contact of the flanges of car wheels with the upper side of the block. The bottom of the groove 27 is provided with another longitudinal groove 28 adapted to receive the bight portion of a U-shaped binding clamp 29, the arms of said clamp embracing the section 14 and having their free ends threaded. Slidable on the free ends of the arms of the clamp 29 is a plate 30, said plate being movable against the lower face of the section 14 through the instrumentality of nuts 31 mounted on the threaded ends of the arms of the clamp 29. Through the instrumentality of the clamp 29, the filler block 26 is drawn firmly against the bases of the rails 11 and 12 and the efficiency of the clamp as a whole enhanced.

What is claimed is:

A guard rail clamp comprising a pair of cooperating clamping sections having interfitting inner ends, upwardly directed ex-

tensions on said sections having their inner  
faces conforming in superficial shape to the  
shape of the outer faces of the rails engaged  
thereby respectively, a block disposed be-  
5 tween said extensions, a U-shaped member  
embracing said block and one of said clamp-  
ing sections, a plate slidable on the arms of  
said U-shaped member for movement into  
engagement with the lower face of one of  
10 the clamping sections, nuts threaded on the  
ends of respective arms of the U-shaped  
member for forcing said plate into engage-

ment with the lower face of said clamping  
section, and a draw bolt extending through  
said clamping sections whereby said sections 15  
may be drawn together to force the inner  
faces of their respective extensions against  
the sides of adjacent rails.

In testimony whereof I affix my signature,  
in the presence of two witnesses.

HARRY R. AKERS.

Witnesses:

T. N. JONES,  
PAULINE F. COOLEY.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,  
Washington, D. C."