

(No Model.)

W. J. MORDEN.

CLAMP FOR HOLDING RAILROAD RAILS.

No. 256,026.

Patented Apr. 4, 1882.

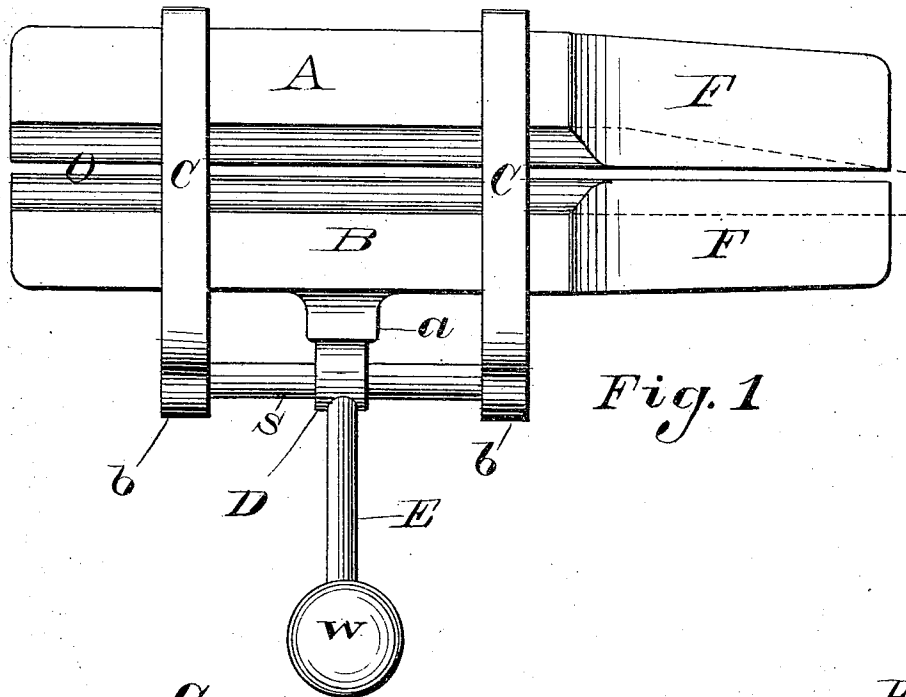


Fig. 1

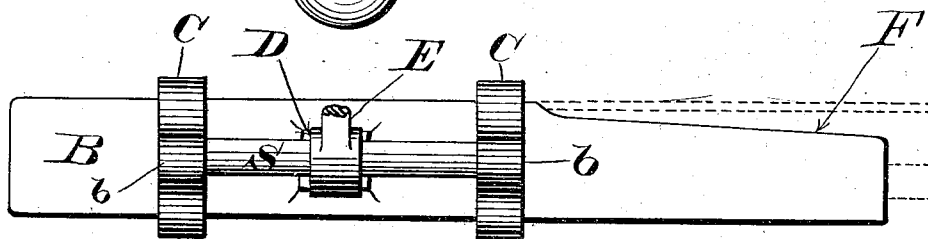


Fig. 2

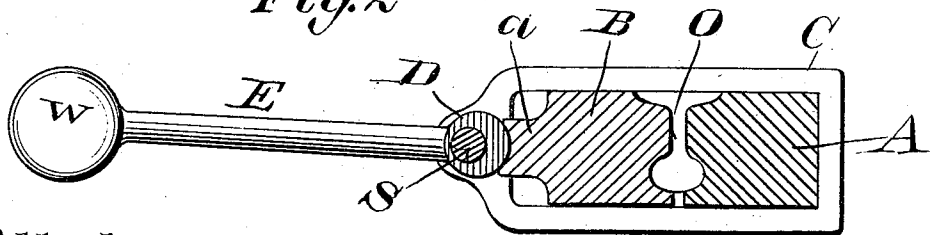


Fig. 3

Attest
R. A. Staley
Frank Johnson

Inventor
William J. Morden
BY
H. Harrison
Attorney

UNITED STATES PATENT OFFICE.

WILLIAM J. MORDEN, OF CHICAGO, ILLINOIS.

CLAMP FOR HOLDING RAILROAD-RAILS.

SPECIFICATION forming part of Letters Patent No. 256,026, dated April 4, 1882.

Application filed December 31, 1881. (No model.)

To all whom it may concern:

Be it known that I, WM. J. MORDEN, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Clamp for Holding Railroad Iron, of which the following is a specification.

My invention relates to a device for holding railroad-iron, particularly adapted for holding rails while cutting off the bottom flange in the manufacture of frogs, switches, &c.

The object of my invention is to provide a device whereby a railroad-rail may be firmly clamped and securely held during the operation of cutting off the bottom flange, or for other purposes. This object I attain by the device shown in the accompanying drawings, in which—

Figure 1 is a plan view of my device; Fig. 2, a side elevation, and Fig. 3 a cross-sectional view, of the same.

Similar letters refer to similar parts throughout the several views.

In the drawings, A and B represent the jaws of the device, which are cast with their inner faces corresponding to the mold of half a rail. Around these jaws are yokes or bands C, having at one end bearings *b* for a shaft, S. The block or jaw A is made stationary in the yokes C, while the one B is movable, and is provided on the side next to the shaft S with a projection, *a*. On the shaft S is a cam, D, having a handle, E, provided at its outer end with a weight or ball, W. This cam D works against the projection *a* on the jaw B and serves to move it toward the stationary jaw A. When the jaws are pressed together an opening, O, is formed between them that corresponds to the shape of a rail, the top face of the jaws being

flush with the bottom of the rail, except at F 40 F, where the top face of the jaws are beveled off, as shown in Fig. 2, to allow the bottom flange of the rail to project above the face of the jaws.

The operation is very simple, and is as follows: The handle E is thrown up, bringing the low part of the cam D next to the projection *a* on the jaw B. The rail to be cut is inserted in the opening O between the jaws A and B, as shown by dotted lines in Figs. 1 and 2, the point where it is desired to bevel off the flange coming at the beveled ends F F of the jaws A and B. The arm E and weight W are thrown down, bringing the high point of the cam D against the projection *a*, and forces the jaw B against the rail, gripping it firmly and holding it securely while the flange is cut off, which is done in the ordinary manner with chisel and sledge.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a railroad-iron-clamping device, the jaws A and B, forming opening O, and beveled off at F, substantially as and for the purpose set forth.

2. The combination of the movable jaw B, having projecting piece *a*, and the stationary jaw A, said jaws beveled at F and cast so as to form the opening O, with the yokes C C, having bearings *b b*, shaft S, cam D, lever E, and weight W, substantially as and for the purpose described and shown.

WILLIAM J. MORDEN.

Witnesses:

P. A. STALEY,
J. TAYLOR HAIR.