No. 855,264. PATENTED MAY 28, 1907.

M. L. SWINGLE.

RAIL BRACE.

APPLICATION FILED JAN. 29, 1907.

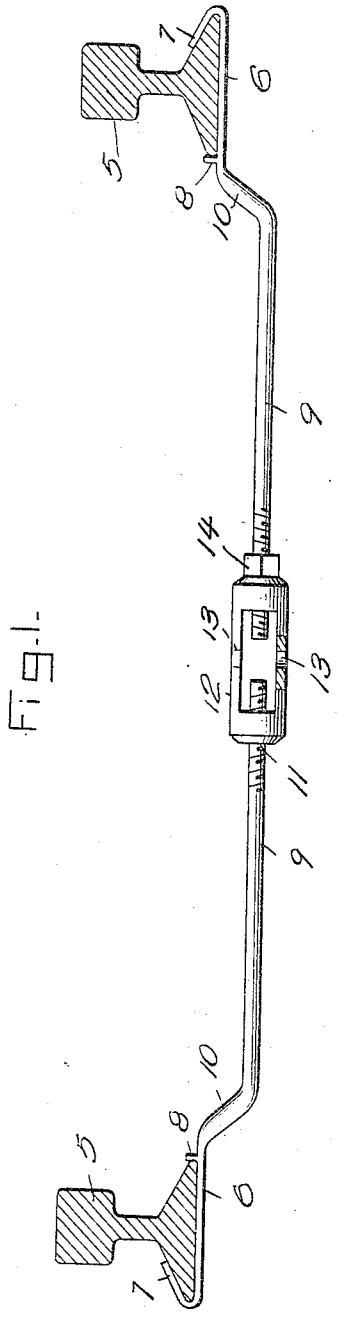


Fig. 1.

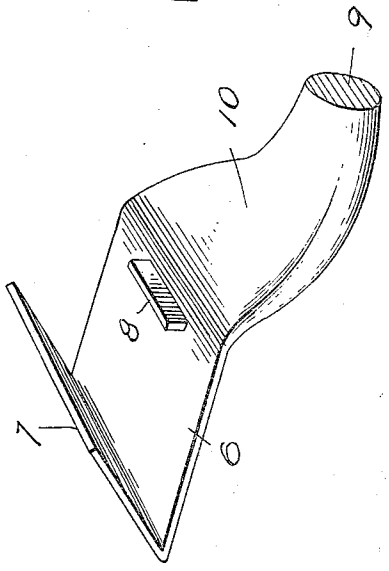


Fig. 2.

Witnesses

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MARTIN L. SWINGLE, OF ROSEVILLE, OHIO.

RAIL-BRACE.

No. 855,264. Specification of Letters Patent. Patented May 28, 1907.

Application filed January 29, 1907. Serial No. 354,640.

To all whom it may concern:

Be it known that I, MARTIN L. SWINGLE, a citizen of the United States, residing at Roseville, in the county of Muskingum, State of Ohio, have invented certain new and useful Improvements in Rail-Braces; and I do hereby 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.

This invention relates to track braces of that class which engage the opposite flanges of the rails of a track section and are adjustable to exert a tendency to draw the rails toward each other.

The brace or cross comprises a pair of sections which are adapted to be drawn toward each other by means of turn buckles and it is in the construction of these sections that my invention resides.

In the accompanying drawings, Figure 1 is a side elevation of one of my track braces applied to a pair of rails, and, Fig. 2 is a detail perspective view of one of the sections.

Referring more specifically to the drawings there is shown a pair of rails 5, which are connected and braced by means of one of my devices. Each of these devices comprises a pair of sections which are adapted at one of their ends to engage the base flanges of a rail and are connected at their opposite ends by means of a turn buckle which when turned serves to draw the sections together and exerts a like tendency upon the rails.

Each of the sections comprises a plate portion 6 which extends directly beneath the base of the corresponding rail and an upstanding inwardly directed flange 7 which engages the outer base flange of the rail, the inner flange being engaged by a rail-engaging rib 8 formed integral with the plate portion 6 upon the upper face thereof. Formed integral with each plate portion 6 is a rod 9 and the rod is considerably enlarged at its point of junction with the plate portion and at this point is turned downwardly from the plate portion so that the rod will lie in a plane below the plane occupied by the plate portion, this enlarged portion of the rod being indicated by the numeral 10.

The extreme ends of the rod 9 are screw threaded as at 11 and when the sections are in place upon the rails of a track section, these ends of the rods oppose each other and are connected by means of a turn buckle 12 which is provided with a number of openings 13 for the reception of the end of a crowbar or other implement by means of which the turn buckle is to be turned. A jam nut 14 is engaged upon the threaded stem portion 11 of one of the members and is adapted to be turned tightly into engagement with one end of the turn buckle 12, after the same has been properly adjusted, for the purpose of preventing the said turn buckle working loose.

What is claimed is—

A track brace including a pair of sections including plate portions the outer ends of the plate portions being bent upwardly and above their body portions at an acute angle to embrace the outer base flanges of rails with which the sections are to be engaged, and an upstanding rib formed integral with and projecting upwardly from the upper face of each plate section, the said rib being adapted to abut the edge of the inner base flange of the respective rail, and a turn buckle connecting the sections, each of the said sections being adapted to have its bent end portion engaged with the outer flange of a rail and then swung upwardly until the said outer base flange is snugly received in the said bent portion and the edge of the inner base flange abuts the rib.

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

MARTIN L. SWINGLE.

Witnesses:
J. N. OWENS,
C. E. PORTER.