

J. M. REID.
RAILWAY TRACK BRACE.

APPLICATION FILED DEC. 22, 1910. RENEWED APR. 23, 1912.

1,048,097.

Patented Dec. 24, 1912.

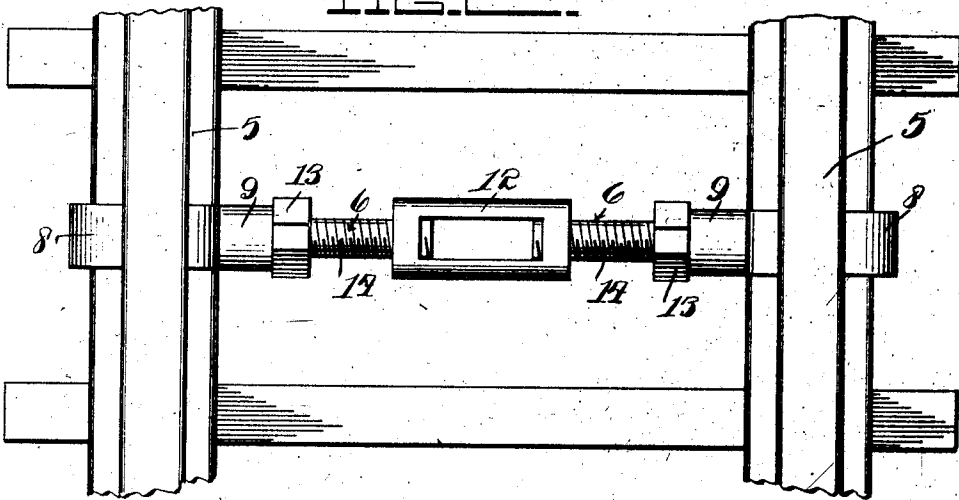
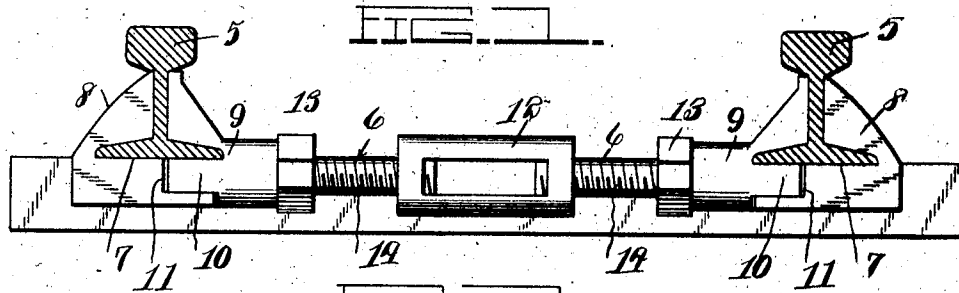
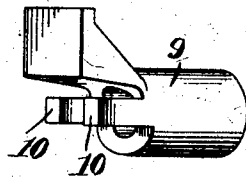


FIG. 4



Witnesses
J. H. Taylor
Henry T. Bugh

Inventor
John M. Reid.

By *Donald Chambers*
Attorney

UNITED STATES PATENT OFFICE.

JOHN M. REID, OF RED ROCK, TEXAS.

RAILWAY-TRACK BRACE.

1,048,097.

Specification of Letters Patent.

Patented Dec. 24, 1912.

Application filed December 22, 1910, Serial No. 598,707. Renewed April 23, 1912. Serial No. 692,549.

To all whom it may concern:

Be it known that I, JOHN M. REID, a citizen of the United States, residing at Red Rock, in the county of Bastrop, State of Texas, have invented certain new and useful Improvements in Railway-Track 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.

The invention relates to a railway track brace.

The primary object of the invention is the provision of a device of this character in which the faces of the railway rails are held between jaws which latter serve to strengthen the rails both at the bases and web portions thereof, and adjustable means joining the clamping jaws to prevent lateral displacement or the spreading of the rails upon the travel of rolling stock over the rails.

Another object of the invention is the provision of a device of this character which will maintain the rails of a track the proper distance apart thus keeping the track in true gage and by the use of this novel brace the track is rendered more steady and its rails are reinforced or braced both at their web and base portions.

A still further object of the invention is the provision of a railway clamp or brace in which the movable clamping jaws thereof slidably interfit the fixed jaws of the brace or clamp so as to relieve considerable strain upon the jaws or in other words to equalize the stress or strain between the fixed and movable jaw when clamping a railway rail; and these jaws are adapted to accommodate varying sizes of railway rails when the same is applied for use in preventing the spreading of the rails.

In the drawings accompanying and forming part of this specification is illustrated the preferred form of embodiment of the invention, which to enable those skilled in the art to practise the invention will be brought out in the following description, while the novelty of the invention will be set forth in the claim succeeding the description.

In the drawings:—Figure 1 is a side elevation of the invention as applied to railway rails. Fig. 2 is a top plan view thereof. Fig. 3 is a plan view of one of the fixed jaws removed from the rail. Fig. 4 is a detail

perspective view of one of the removable jaws.

Similar reference characters indicate corresponding parts throughout the several views in the drawings.

In the drawings the numeral 5 designates the rails of a railway track which are of the ordinary or well known construction and to which is adjustably connected a track brace or clamp comprising threaded tie rods 6, which terminate at their outer ends in broad flat bearing seats 7, for the bases of the said rails and these seats are provided with upwardly extending and inwardly directed fixed jaws 8, which are adapted to engage the outer edges of the bases of the rails and to lie against the outer faces of the webs thereof.

Slidably mounted upon the tie rods 6, are movable jaws 9, which latter are adapted to engage the inner edges of the bases of the rails and also to lie flush against the inner faces of the webs thereof. Projecting from the movable jaws 9, at opposite sides of the tie rods 6, are spaced parallel lugs 10, which latter are adapted to engage in correspondingly shaped recesses 11, formed in the flat seats 7, of the tie rods below the bases of the rails, so as to prevent the turning of the movable jaws upon the tie rods when being moved toward the fixed jaws and also to permit the interlocking engagement of the said jaws when clamping the railway rails.

The inner ends of the tie rods 6, are adjustably united by means of a turn buckle 12, which is in threaded engagement with the tie rods so that by turning the buckle the rails 5 can be drawn together the desired distance to attain a true gage. The movable jaws 9 are held in a position to cooperate with the fixed jaws 8, for clamping the railway rails by jam nuts 13 adjustably engaging the threads 14, on the tie rods and in this manner the said jaws are capable of clamping various sizes of railway rails.

It is obvious that the jaws serve to reinforce both the base and web flanges of the railway rails when clamping the same. Furthermore the tie rods through the medium of the turn buckle will prevent any lateral displacement or spreading of the rails caused by heavily loaded rolling stock traveling over the same.

What is claimed is:—

A device of the class described comprising threaded tie rods, means adjustably uniting

the inner ends of the tie rods, fixed jaws
formed on the outer ends of said tie rods
and having flat bearing surfaces for railway
rails, the said flat bearing surfaces contain-
5 ing spaced recesses, movable jaws slidably
engaging the tie rods, and having projec-
tions for interlocking engagement with the
recesses in the bearing surfaces, and means
in threaded engagement with the tie rods

for locking the movable jaws against dis- 10
placement.

In testimony whereof, I affix my signa-
ture, in presence of two witnesses.

JOHN M. REID.

Witnesses:

J. P. PARKER,
N. B. HARRIS.