

No. 868,043.

PATENTED OCT. 15, 1907.

J. H. WALDSCHMIDT.
RAILWAY BRACE.
APPLICATION FILED OCT. 26, 1906.

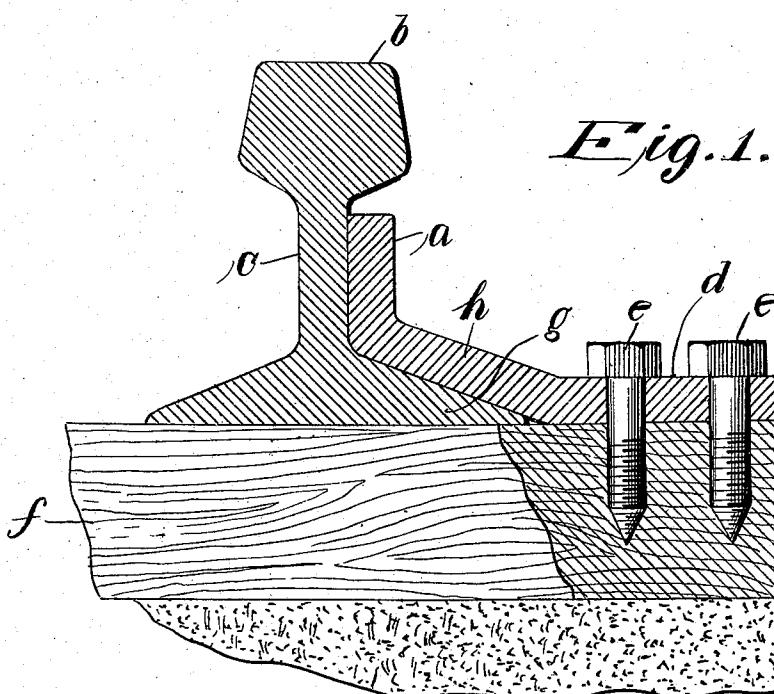


Fig. 1.

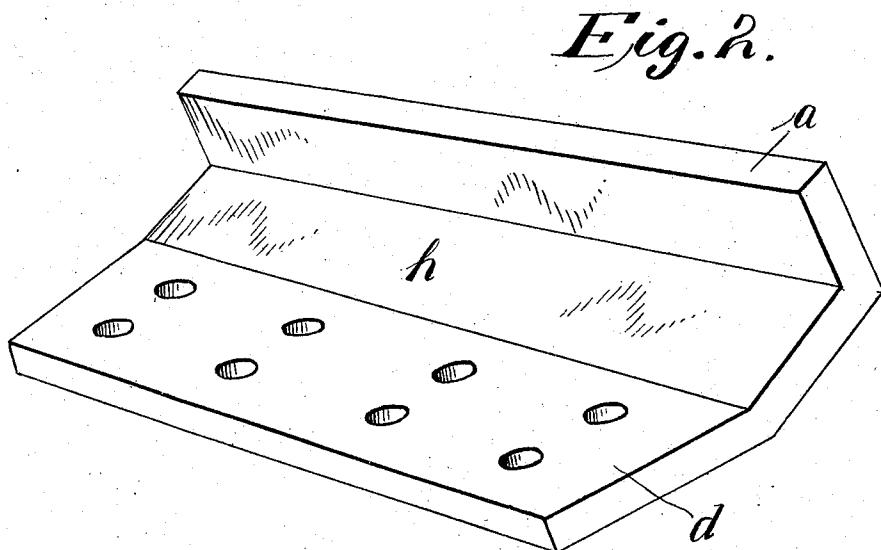


Fig. 2.

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JACOB H. WALDSCHMIDT, OF FOND DU LAC, WISCONSIN.

RAILWAY-BRACE.

No. 868,043.

Specification of Letters Patent.

Patented Oct. 15, 1907.

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To all whom it may concern:

Be it known that I, JACOB H. WALDSCHMIDT, a citizen of the United States, residing at Fond du Lac, in the county of Fond du Lac and State of Wisconsin, have invented certain new and useful Improvements 5 in Railway-Braces, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to improvements in railway 10 braces and an object of my invention is to provide a brace susceptible of ready use, simple in construction, comparatively cheap in manufacture and efficient in the prevention of wrecks so commonly due to the spreading of the rails.

In the drawings illustrating the principle of my invention and the best mode now known to me of applying that principle, Figure 1 is a transverse sectional view of a rail and railway tie fitted with my new brace; and Fig. 2 is a perspective view of my new brace de- 15 tached.

As is shown in Fig. 2, my new brace consists of a wide strap the upper end *a* of which is imperforate and lies below the top *b* of the rail against the web *c* of which it abuts (Fig. 1). The lower end *d* of the brace 20 is secured by screw-bolts *e* to the tie *f*. The portion

h of the brace between the ends *a* and *d* fits snugly upon the outer base *g* of the rail.

As will be evident from an inspection of Fig. 1, the arrangement of the upper end *a* of the brace relatively to the top *b* of the rail permits the latter to move 30 or slide vertically and relatively to the brace. Hence, since the upper end *a* of the brace lies below the top *b* of the rail and is separated therefrom by an interval; and since the upper end *a* is imperforate and not rigidly secured to the web of the rail, yielding action 35 is obtained, as just stated, with the result that rupture of the parts due to shock and stress is obviated and the life of the whole structure is lengthened.

I claim:

The combination of a railway tie; a rail supported 40 thereby; and a brace for said rail, said brace being mounted outside said rail and formed with a single tie member consisting of a strap the lower end of which is secured to said tie and the upper end of which is imperforate and abuts against the web of said rail; the portion of said 45 strap between said upper and lower ends fitting snugly upon the base of said rail; and said imperforate upper end permitting vertical sliding movement between itself and the web of said rail.

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