

J. C. SELLERS.
 RAIL BRACE.
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964,063.

Patented July 12, 1910.

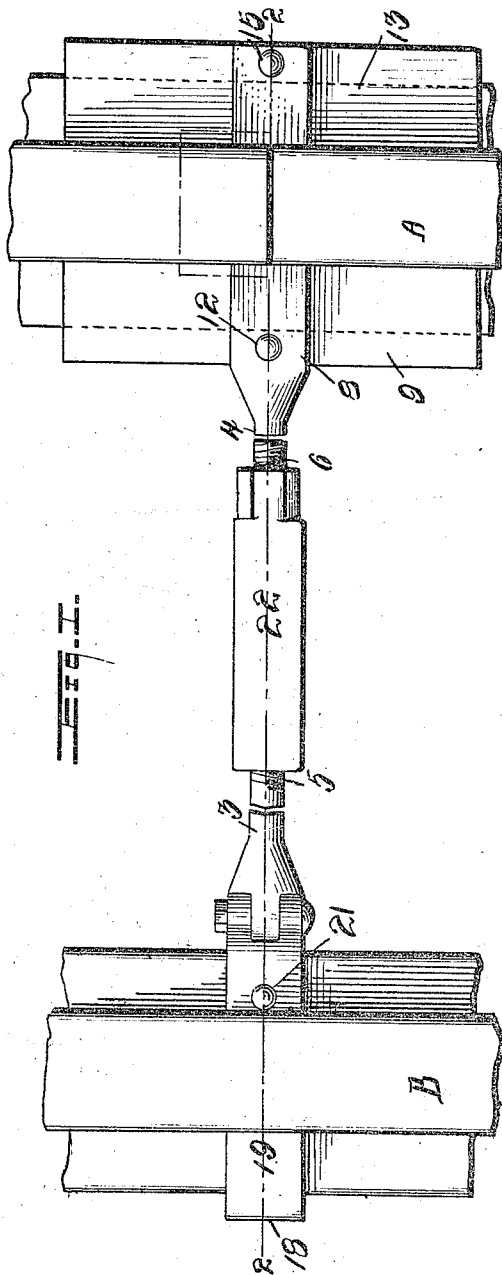


Fig. 1.

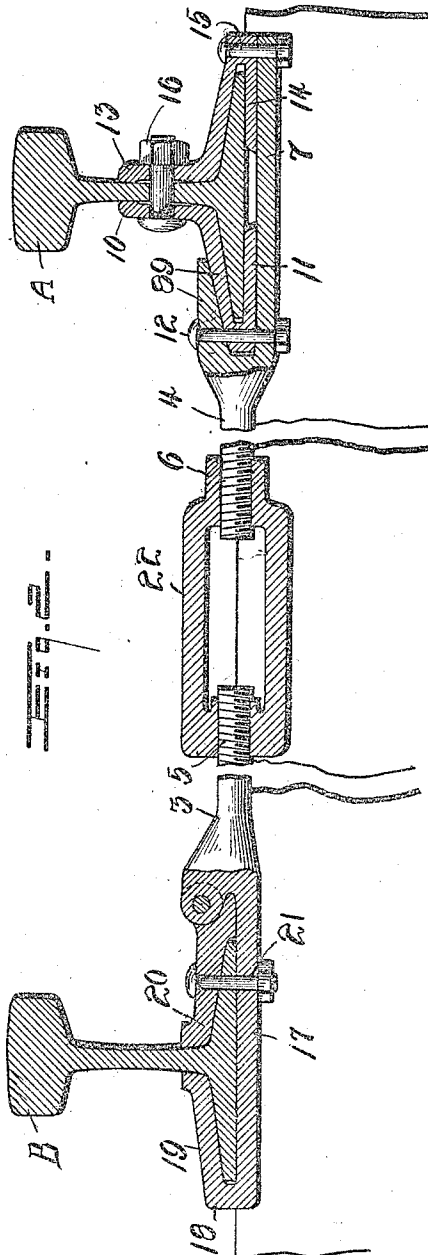


Fig. 2.

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UNITED STATES PATENT OFFICE.

JOHN C. SELLERS, OF JAMISON CITY, PENNSYLVANIA.

RAIL-BRACE.

964,063.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOHN C. SELLERS, a citizen of the United States, residing at Jamison City, in the county of Columbia, State of Pennsylvania, 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 continuous rail braces.

The object of the invention is to provide a device of the character named which will effectually prevent rails from spreading; and thereby obviate the expense of respiking such independent braces or the rails themselves to the ties at frequent intervals, and also the danger to persons and property traveling over the road.

A further object of the invention is to produce a brace of this character which is simple, strong and inexpensive to manufacture and which can be easily and quickly placed in or removed from position.

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 set forth in the claim.

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

Figure 1 is a top plan view of a fragment of a rail road track with the invention incorporated; and Fig. 2, a section on the line 2-2 of Fig. 1.

In applying braces to the rails it is desirable that one end thereof be so constructed as to assist in effecting a rail joint between the adjacent ends of two rail sections and as the joints of rails occur at irregular intervals, the other end of the brace will simply serve as a chair for the opposite rail.

To this end the invention consists of two tie rods 3 and 4 provided with threaded inner ends 5 and 6 respectively, the end 5 having left hand threads and the end 6 right hand threads. The outer end of the rod 4 is enlarged and provided with the lower projecting arm 7 and the upper projecting arm 8, the arm 8 being considerably shorter than the arm 7. The recess formed

between the arms 7 and 8 constitutes a seat or socket for a projecting wing 9 of a rail joint clamp member 10 which is bent inwardly as at 11 to form a seat for one side of the base of the rail A. A bolt 12 is passed through the arms 7 and 8 and through the projecting wing 9 of the clamp plate 10, whereby the latter is securely held in place. Another clamp member 13 is disposed on the opposite side of the rail A and likewise has its lower end bent inwardly as at 14 to form a chair for the base of the rail A and a bolt 15 is passed through the clamp plate 13 and the arm 7 to effect the attachment of said clamp plate to said arm. The upper ends of the clamps 10 and 13 are bound against the web of the rail A through the medium of a bolt 16 which passes through said clamps and the web of said rail. The rod 3 has its outer end enlarged and provided with a forwardly projecting arm 17 upon which the base of the rail B is adapted to rest. The outer end of said arm 17 is bent upwardly as at 18 and then inwardly as at 19 so as to form a socket for the reception of one side of the base of the rail, the inwardly bent portion 19 overlying said base. Pivoted to the upper part of the enlarged portion 3 is a keeper 20 which is adapted to be shifted on its pivot so as to be positioned upon and away from the inner portion of the base of the rail B. A bolt 21 passing through said keeper, rail base and arm 17 serves to lock the keeper upon the base and positively secure the rail to the brace. A turn-buckle 22 operatively engages the threaded ends 5 and 6 of the tie rod whereby a rotation of said turn-buckle in one direction will adjust the rails A and B toward each other and its rotation in the opposite direction will effect their adjustment away from each other. One end of the turn-buckle is reduced and provided with a plurality of flat surfaces so that the same may be readily engaged by a wrench to effect the rotation of the turn-buckle 22 and the adjustment of the brace.

What is claimed is:

A continuous rail brace, comprising a pair of rods having their inner ends threaded and connected together by a turn-buckle; one of said rods having its outer end provided with a lower arm to form a base plate and a relatively short upper arm, a pair of oppositely disposed rail clamping members having their lower portions bent

outwardly and inwardly to form a seat for
the rail base; the outwardly and inwardly
bent portion of one of said clamping mem-
bers being disposed in the seat formed be-
5 tween the upper and lower arms of said rod,
means for forcing said clamping members
toward each other; and means formed on the
outer end of the other rod for supporting
and positively engaging a rail base compris-
10 ing an arm having its outer end bent up-
wardly and inwardly to form a seat for one

portion of a rail base, and a keeper pivoted
to said rod adapted to overlie the other por-
tion of a rail base, and means for locking
said keeper against said rail base.

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

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JOHN C. SELLERS.

Witnesses:

ORD. KILE,

JOHN R. KEELER.