

(No Model.)

H. A. MORIN.
BRIDLE ROD FOR RAILROADS.

No. 518,348.

Patented Apr. 17, 1894.

FIG. 1.

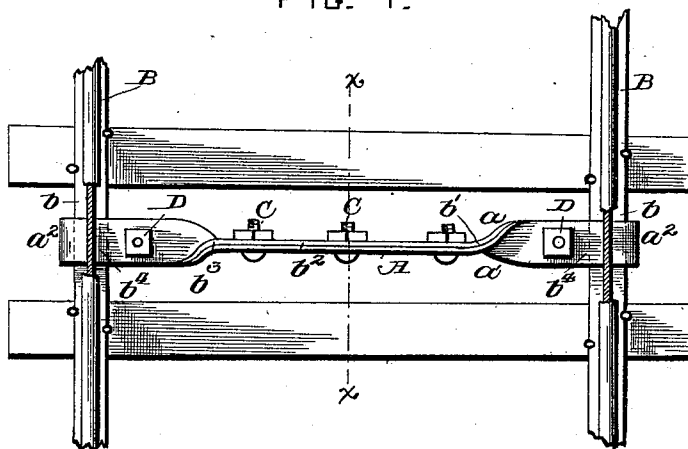


FIG. 2.

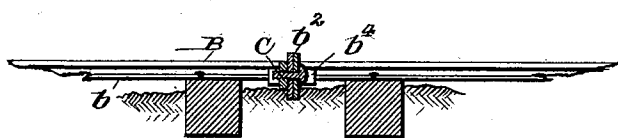
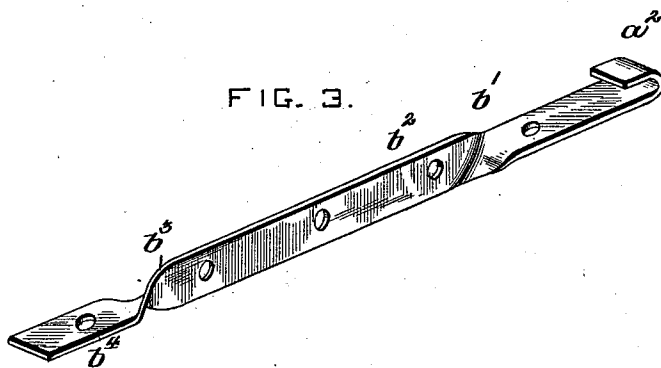


FIG. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

HERCULES A. MORIN, OF SAN LEANDRO, CALIFORNIA.

BRIDLE-ROD FOR RAILROADS.

SPECIFICATION forming part of Letters Patent No. 518,348, dated April 17, 1894.

Application filed October 23, 1893. Serial No. 488,939. (No model.)

To all whom it may concern:

Be it known that I, HERCULES A. MORIN, of San Leandro, in the county of Alameda and State of California, have invented certain new and useful Improvements in Bridle-Rods for Railroads; 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 contemplates certain new and useful improvements in bridle-rods and braces, for railroad rails, and it has for its object the production of a simple and inexpensive bridle-rod for securely holding the railroad rails in fixed relation to each other to prevent any spreading or deflection thereof, and which can be quickly and easily placed in or removed from its position in the track independently of the other rods.

The invention consists of the construction and arrangement of the several parts which will be more fully hereinafter described and claimed.

In the accompanying drawings:—Figure 1 is a plan view showing my improved bridle-rod connecting two rails. Fig. 2 is a transverse sectional view thereof on line $x-x$, Fig. 1. Fig. 3 is a view of one of the sections of the rod detached.

Referring to the drawings, A designates my improved bridle-rod which is composed of two parts or sections a, a' . Each of these parts or sections is bent at one end to form a hook a^2 for overlapping the outer portion of the base or flange b of a rail B, and it is extended horizontally inward a short distance and then bent or curved, as at b' , into a vertical portion b^2 , and is again bent or curved, as at b^3 , and has a free extended horizontal end b^4 which is designed to overlap and bear upon the inner portion of the base or flange of the rail of a track. These two parts or sections as thus formed are placed together in such

manner that their vertical portions can be firmly united by nutted bolts C passed through coincident holes therein. To further aid in holding the parts united two nutted bolts D are passed up through coincident holes therein adjoining the bent or curved portions b' thereof. The extended horizontal end b^4 of one the parts and the hook a^2 of the other form jaws or clamps for fitting over and engaging the base or flange of a rail, and the parts when thus united and fastened together by the nutted bolts firmly hold the rails together and prevent any deflection thereof from a truly parallel position.

The advantages of my invention are apparent to those skilled in the art to which it appertains, and it will be specially observed that each bridle-rod is independent of the others and can be readily and easily applied to the rails or removed therefrom without disturbing any of the other bridle-rods. Hence in the event of any damage to either of the parts of the bridle-rod such part can be readily removed and another substituted, the nutted bolts permitting of the ready separation and binding of said parts together.

A bridle-rod constructed as herein-described is simple and inexpensive and not liable to readily get out of order or be deranged.

I claim as my invention—

The herein-described improved bridle-rod, consisting of two parts or sections, provided each with an outer hooked end, a central vertical portion and a free extended end, and nutted bolts uniting said parts or sections, substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

HERCULES A. MORIN.

Witnesses:

THOS. B. WILKIE,
E. A. WATKINS.