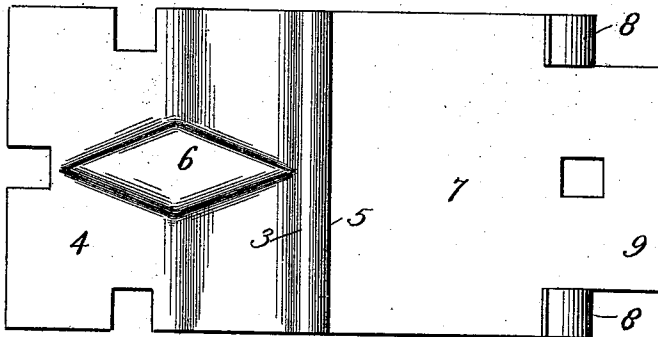
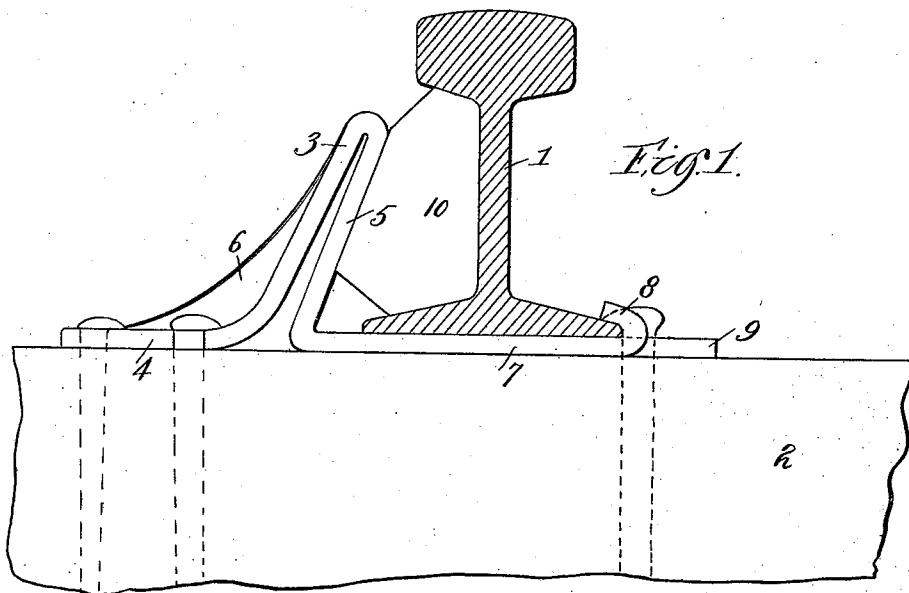


(No Model.)

E. C. CARTER.
RAIL BRACE.

No. 536,916.

Patented Apr. 2, 1895.



E. C. Carter.
Inventor.

Witnesses.
Wm. M. Rhum.
W. S. Baker.

UNITED STATES PATENT OFFICE.

EDWARD C. CARTER, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF TO
MORRIS SELLERS, OF SAME PLACE.

RAIL-BRACE.

SPECIFICATION forming part of Letters Patent No. 536,916, dated April 2, 1895.

Application filed July 6, 1894. Serial No. 516,697. (No model.)

To all whom it may concern:

Be it known that I, EDWARD C. CARTER, of Chicago, Illinois, have invented certain new and useful Improvements in Rail - Braces, whereof the following is a specification.

My invention relates to devices for giving lateral support to the rails of railways at curves and similar places.

It consists in certain devices and combinations hereinafter described and specified in the claims at the end hereof.

In the drawings I have shown my invention in what I consider its best form.

Figure 1 shows a section of one rail of a track, with its tie and brace; and Fig. 2 is a plan or top view of the tie and brace plate.

In the figures—1 is the rail, and 2 the tie.

3 is a piece of plate metal, shaped in dies to the form shown. This form consists of a portion 4 which rests upon the tie 2 and is fastened thereto, an upright portion or projection 5, and a stiffening crimp or web 6. As shown in Fig. 1, a continuation of the plate extends under the rail, and is provided with turned-over ears or hooks 8 to engage the flange of the rail. The device thus forms a tie plate as well as a part of the rail brace. The upright portion 5 is at one side of the rail, and is made yielding or elastic, preferably by bending the metal forming the pro-

jection 5, back upon itself. Between it and the web of the rail an elastic block 10 is driven. This block 10 may be slightly tapered, so that if it becomes loose a blow or two of a hammer will drive it in tight again. The block 10 may be of wood. Being elastic, it will not become loose as soon as if an inelastic substance were used. It is obvious that these parts may be modified in many ways without departing from my invention.

I claim—

1. A rail brace comprising the plate provided with hooks 8 to engage the rail; and a stiff upright portion having a yielding face.

2. A rail brace comprising a plate metal upright 5 stiffened on its outer face and yielding on its inner face, in combination with a block interposed between said upright and the rail.

3. A rail brace comprising a portion 4 to rest upon the tie; a portion 7 passing beneath the rail and provided with ears 8 to engage the flange of the rail; an upright portion 5 formed by bending the metal back upon itself; and a stiffening crimp or web 6 upon the outer member of the upright portion.

EDWD. C. CARTER.

Witnesses:

WM. S. BATES,
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