

J. T. WEST.
RAILROAD TRACK RAIL HOLDER AND BRACE.
APPLICATION FILED SEPT. 9, 1909.

980,036.

Patented Dec. 27, 1910.

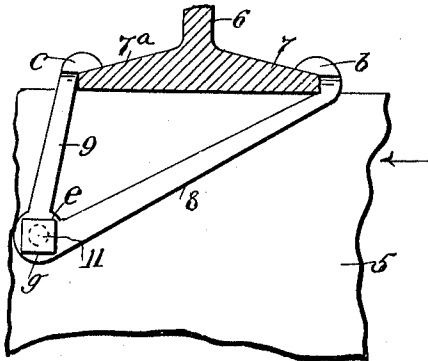


Fig. 1.

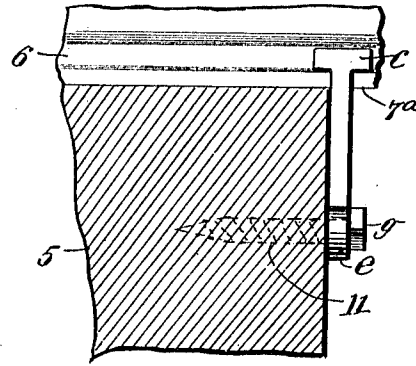


Fig. 3.

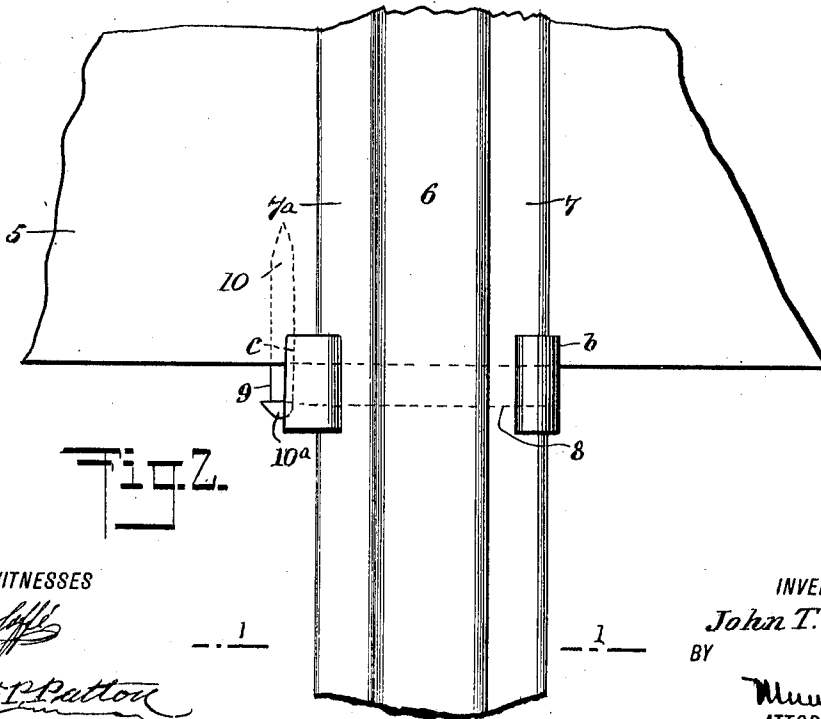


Fig. 2.

WITNESSES

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UNITED STATES PATENT OFFICE.

JOHN THOMAS WEST, OF BOWLING GREEN, KENTUCKY.

RAILROAD-TRACK-RAIL HOLDER AND BRACE.

980,036.

Specification of Letters Patent.

Patented Dec. 27, 1910.

Application filed September 9, 1909. Serial No. 516,830.

To all whom it may concern:

Be it known that I, JOHN T. WEST, a citizen of the United States, and a resident of Bowling Green, in the county of Warren and State of Kentucky, have invented a new and Improved Railroad-Track-Rail Holder and Brace, of which the following is a full, clear, and exact description.

This invention relates to means for securing track rails on cross ties of a railroad, in a manner which will permit a release of the same when this is desired, and has for its object to provide a device of the character indicated, which is extremely simple; may be readily applied for the attachment of a railroad track rail upon a cross tie; may be quickly released therefrom, and that will reliably secure the track rail and hold it on the cross tie under all conditions of heat and cold.

The invention consists in the novel construction and means for applying the track rail holder upon a track rail and cross tie, as is hereinafter described, and defined in the appended claim.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a transverse sectional view of a track rail, on the line 1—1 in Fig. 2, a side view of a portion of a cross tie, and a side view of the improved track rail holder applied upon the rail and tie; Fig. 2 is a plan view of details shown in Fig. 1; Fig. 3 is a transverse sectional view of a cross tie in part, a track rail portion seated on the cross tie, and an edge view of the improved track rail holder, seen in direction of the arrow in Fig. 3.

In the drawings, 5 indicates a wooden cross tie, and 6 a track rail of the usual T-shape in cross section, the base flanges 7, 7^a of which are seated upon the cross tie.

The track rail holder in its simplest form, as shown in Fig. 1, comprises an angle bar formed of suitable metal, embodying two members 8, 9, that are each substantially straight in the body, and integrally formed, said members or limbs diverging at an acute angle from their point of junction *a*. Upon each of the free ends of the limbs 8, 9, a

hook-like flange is formed, said flanges inclining toward each other. On the limb 8, which is of greatest length, a hook flange *b* is formed, and on the limb 9, a flange *c* is produced.

In arranging the rail holder for service, the hook flange *c* is engaged with the edge of the base flange 7^a, and the holder limb 8 is extended across and beneath the track rail at one side of the cross tie. The limb 9 is now raised so that the flange *b* may be hooked upon the edge of the other base flange 7.

At the corner where the limbs 8 and 9 merge an enlargement *e* is formed, having a transverse perforation for the insertion of a spike or wood screw bolt 11. If a wood screw bolt is used, the head *g* thereof is turned, thus screwing the bolt into a perforation in the side of the cross tie.

It will be seen that the pull of the track rail holder, as described, will retain the track rail secured upon the cross tie, without loosening in hot or cold weather, and will adapt the track rail to be cushioned by the cross ties against jars due to the traverse of rolling stock thereover.

In the application of the device, the lateral perforation formed in the cross tie, is so located, that upon the insertion of a wood screw bolt therein, the flanges *b*, *c*, forcibly impinge upon the base flanges of the track rail and thus secure said rail seated upon the cross tie. It is to be understood, that a spike may be, and preferably is, driven into the angular corner *e*, to add additional security to the attachment of the holder upon the cross tie, when the screw bolt or headed spike is used, and is driven through the perforation in the enlargement *e*. It is also to be understood that a spike having a cylindrical or angular body, may be substituted for a wood screw bolt 11, if this is desired.

Having thus described my invention, I claim as new and desire to secure by Letters Patent,—

The combination with the tie, and the rail seated thereon, of means for holding the rail to the tie, said means comprising an angle bar, the arms thereof diverging from each other at an acute angle, one of said arms being of greater length than the other

and each arm having at its free end a hook for engaging the rail base, said bar having a transverse opening at the junction of the arms for receiving a spike, whereby the bar
5 may be secured to a tie, the said opening being at the same side of both hooks.

In testimony whereof I have signed my

name to this specification in the presence of two subscribing witnesses.

JOHN THOMAS WEST.

Witnesses:

ARTHUR CROWNOVER,
ED. WENGER.