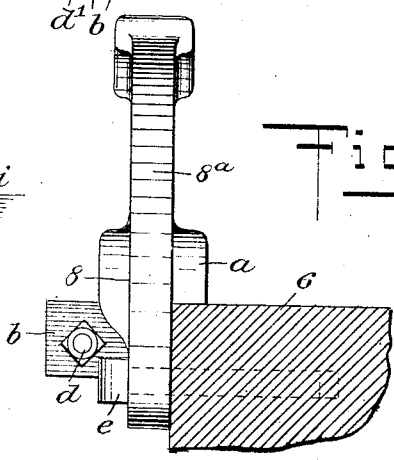
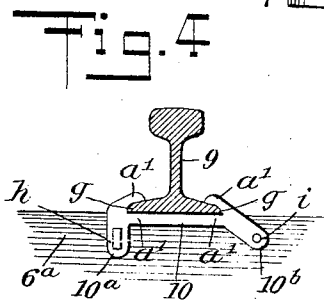
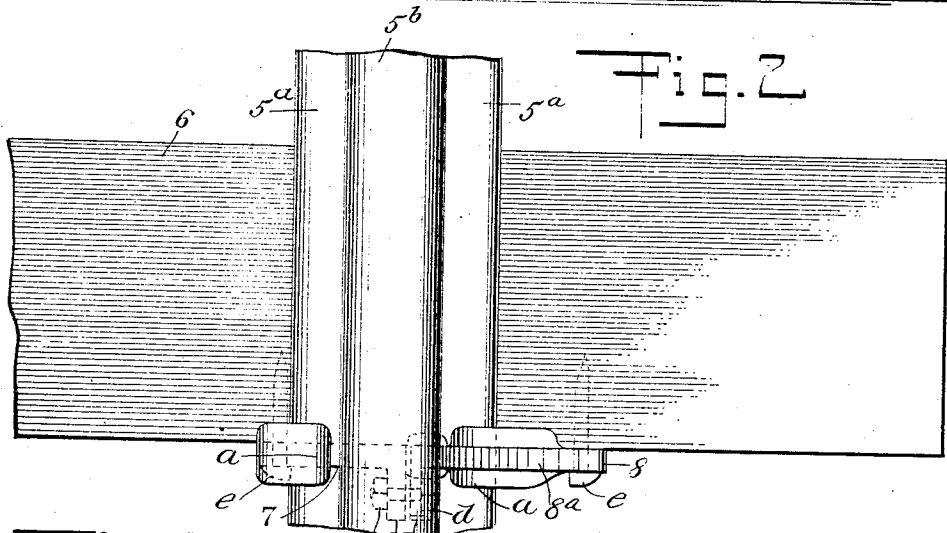
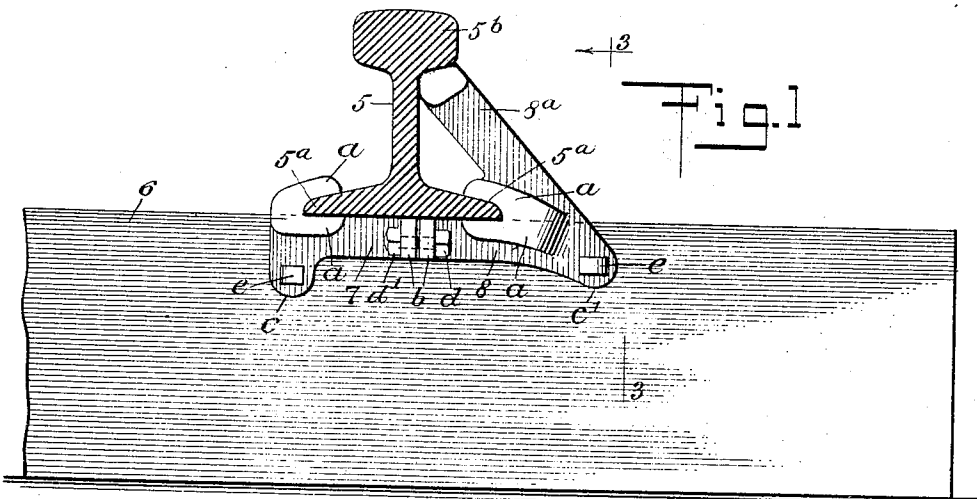


J. T. WEST.
RAILROAD TRACK RAIL HOLDER AND BRACE.
APPLICATION FILED OCT. 29, 1908.

939,767.

Patented Nov. 9, 1909.



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UNITED STATES PATENT OFFICE.

JOHN THOMAS WEST, OF BOWLING GREEN, KENTUCKY.

RAILROAD-TRACK-RAIL HOLDER AND BRACE.

939,767.

Specification of Letters Patent.

Patented Nov. 9, 1909.

Application filed October 29, 1908. Serial No. 459,975.

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.

One object of my invention is to provide a track rail holder of novel construction, that affords convenient and reliable means for securing a railroad track rail upon a cross tie, by the lateral insertion of a spike through a depending member of each rail holder into the side of a cross tie whereon the rail is seated; and another object is to so construct a track rail holder that it will be adapted for bracing the head of a track rail against laterally-applied strains.

The invention consists in the novel construction and combination of parts, as is hereinafter described and defined in the appended claims.

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 side view of the invention in the preferred form, applied upon a rail shown in section, and a cross tie in part, whereon the holder is secured laterally by spikes; Fig. 2 is a plan view of the device shown in Fig. 1; Fig. 3 is a transverse sectional view of a cross tie, and an edge view of the rail holder, substantially on the line 3-3 in Fig. 1; and Fig. 4 is a fragmentary side view of a cross tie, a transverse sectional view of a track rail, and a side view of a modified form of the improvement.

The invention in its preferred form, as shown in Figs. 1 to 3 inclusive, comprises the following details: 5 indicates a track rail of the usual T-shape in cross section, which is seated upon a cross tie 6 near one end thereof. The holder device consists of two main sections 7, 8, formed of metal, each section having a pair of jaws *a*; said jaws being similar and spaced apart and adapted for closely embracing a respective base flange 5^a, on the track rail 5 at the same side of the cross tie 6.

Between the jaws *a* of the holder sections 7, 8, the bodies of said sections at their adjacent ends are each provided with a laterally projecting ear or flange *b*, said ears that are

oppositely perforated, receiving a clamping bolt *d*, which is provided with a nut *d'*, and it will be seen that by a proper adjustment of the nut on the bolt end, the ears *b* may be drawn toward each other, thus correspondingly clamping the jaws *a* upon the edge portions of the flanges 5^a on the track rail 5.

From the jaws *a*, the bodies 7, 8, of the main sections are extended downward providing flanges *c*, *c'* respectively thereon, these flanges each having a transverse perforation therein through which spikes *e*, *e'*, are driven into the side of the cross tie a distance below the top surface of said tie, which will insure a firm hold of the spike therein.

Upon one section 8 which in service is disposed opposite the side of the track rail that may require support against strain applied upon the opposite side of the rail, an arm 8^a is formed or secured, which is inclined toward the track rail and has contact with the lower side of the rail head or ball 5^b, thus affording a brace therefor, as is clearly shown in Fig. 1. The arm 8^a is particularly available as a support for a railroad track at the outer side of a curve therein, but may be dispensed with on straight portions of a railroad track.

The example of my invention shown in Fig. 4, dispenses with the brace or arm 8^a and essentially consists of two pairs of clamping jaws *a'* that are spaced apart a distance equal to that between the side edges of the base flanges *g*, *g*, on a track rail 9, so that the rail holder 10 may be mounted upon said flanges and closely embrace them.

Depending lugs 10^a and 10^b are formed on the respective ends of the holder body 10 and in service lap upon a side of a cross tie 6^a. In the lug 10^a, an oblong opening *h* is formed, and in the other lug a square perforation *i* is produced.

When the holder 10 is to be secured to a cross tie 6^a, after it has been mounted upon the body of a track rail 9, the lugs 10^a, 10^b, are seated against the side of the cross tie 6^a, as shown in Fig. 4, and a spike is inserted through the perforation *i* into said cross tie body. A spike is now inserted through the square opening *h* into the cross tie, thus firmly securing the rail on the cross tie.

The provision for firmly securing the rail holders upon the sides instead of the upper surfaces of the cross ties is of great advantage, as in case the upper surface of a tie is decayed so as to fail to hold a spike securely,

the body of the tie may be solid and retain the spikes.

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

1. A device of the class described, comprising a sectional body portion, the sections being provided with lateral perforated lugs at their meeting point, and each with a jaw at
0 its opposite end for engaging the rail base, and with depending perforated ears or lugs adjacent to the jaws, one of the sections being extended to form an inclined brace for the purpose set forth.

2. A device of the class described, comprising a sectional body portion, the sections being provided with lateral perforations at their meeting point, and each with a jaw at its opposite end for engaging the rail base, and with depending perforated ears or lugs
15 adjacent to the jaws. 20

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

JOHN THOMAS WEST.

Witnesses:

IVA C. MILLER,
H. PARKER.