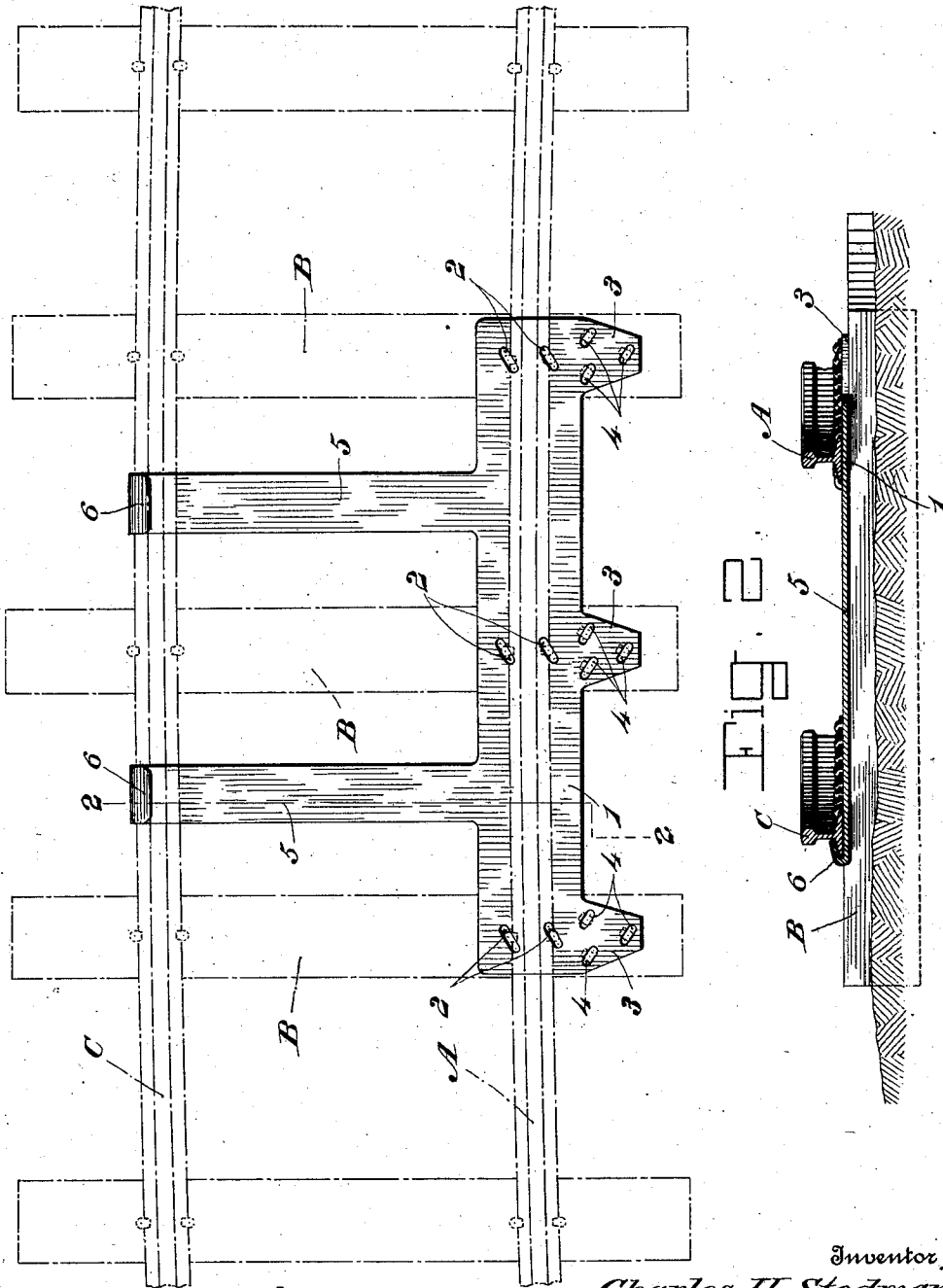


C. H. STEDMAN.
RAIL BRACE.
APPLICATION FILED JAN. 28, 1911.

1,010,969.

Patented Dec. 5, 1911.



Witnesses
Harry King
James A. Kael



Inventor.
Charles H. Stedman

By *Victor J. Evans*
Attorney

UNITED STATES PATENT OFFICE.

CHARLES H. STEDMAN, OF ZANESVILLE, OHIO, ASSIGNOR OF ONE-HALF TO JOHN M. RILEY, OF ZANESVILLE, OHIO.

RAIL-BRACE.

1,010,969.

Specification of Letters Patent.

Patented Dec. 5, 1911.

Application filed January 23, 1911. Serial No. 605,226.

To all whom it may concern:

Be it known that I, CHARLES H. STEDMAN, a citizen of the United States of America, residing at Zanesville, in the county of Muskingum and State of Ohio, have invented new and useful Improvements in Rail-Braces, of which the following is a specification.

This invention relates to rail braces, and particularly to a device of this character which is extremely desirable for use on railroad track structures at curves where one rail is at a higher elevation than the other, the object of the invention being to provide a device of this character which can be conveniently and effectively associated with the rails and spiked to the ties so that the rails will be held against spreading and to also provide means whereby the device can be adjusted on the ties after it has been permanently connected with one of the rails and to further provide clamping or engaging devices to be engaged with the upper or outer rail on adjustment of the device to its operative position.

In the drawing, forming a portion of this specification and in which like numerals of reference indicate similar parts in the several views,—Figure 1 is a plan view of the brace showing it operatively applied to the rail supporting ties, the rails being shown in dotted lines. Fig. 2 is a section on line 2—2 of Fig. 1.

My improved rail brace is formed preferably of a flat sheet of suitable metal stamped to form a longitudinal support 1 for the lower or inner rail A of the track. The support 1 is provided with a plurality of pairs of slots 2, which are disposed at opposite sides of the base flanges of the rail A, as shown in Fig. 1 of the drawing. These slots are arranged in groups in parallel relation with respect to each other and each extends substantially diagonally with respect to the longitudinal direction of the rail for a purpose to be hereinafter described. One side of the support 1 is provided with a plurality of anchoring lugs 3 which are arranged immediately above the supporting ties B. Each lug is provided with a plurality of elongated slots 4 which are similar to the slots 2. These slots extend diagonally with respect to the longitudinal direction of the rail A, but as illustrated, they extend ap-

proximately at right angles to the slots 2. At the opposite side the longitudinal support 1 is provided with brace elements 5 which extend toward the opposite rail C of the track structure. These elements 5 are provided at their outer ends with upwardly and inwardly curved tongue-like clamping portions 6, which extend against the base flange of the rail C, and in overlapping engagement with the base flange thereof, as shown in Fig. 2 of the drawing.

From the construction described herein it will be seen that the longitudinal support 1 of the device can be conveniently placed beneath the base flanges of the rail A and the latter arranged thereon with respect to the slots 2 to permit the support to be clamped to the ties B and to permit the elements 5 to be operatively extended toward the rail C so that the clamping devices 6 thereon will be associated with the outer base flange of the rail C. By arranging the slots 2 and 4 diagonally or perpendicularly with respect to each other, I provide for the adjustment of the device toward or away from the rail C, so as to permit of an accurate setting of the rail A, as will be understood. After the desired adjustment has been obtained, the clamping spikes are driven through the slots 4 and into the supporting ties B. This securely holds the device in its adjusted position. The spikes for the rail A are driven through the slots 2 and into the supporting ties B, and in view thereof, the device will be immovably held to the supporting ties. On account of this arrangement it will be readily understood that the clamping devices and the spikes receive substantially the full weight of the load of the rolling stock, from the upper rail C, and the rail A will consequently be relieved of the greater portion of such strain and owing thereto, both rails of the structure may be held at all times accurately associated with each other.

I claim:—

1. A rail brace comprising a support having a plurality of slots therein arranged diagonally with respect to the flanges of the rail, a tie-engaging member formed on the support and provided with a plurality of slots therein which are arranged approximately perpendicular with respect to the first slots, a member formed on the support

and extending in an opposite direction to the first member, and a clamping device formed on the second member.

2. In a rail brace, a member extending
5 transversely of the ties, the said member having a plurality of pairs of slots therein which are disposed immediately above the ties and which extend diagonally with respect to the rails and are disposed at the opposite sides of one of the rails, clamping
10 lugs formed on the member and disposed immediately above the ties, each lug being provided with a plurality of slots which are arranged substantially perpendicularly with respect to the first slots, an element formed
15 on the member and extending therefrom in an opposite direction to the lugs, and a tongue formed on said element.

3. In a rail brace, a member extending
20 transversely of the ties, the said member having a plurality of pairs of slots therein

which are disposed immediately above the ties and which extend diagonally with respect to the rails and are disposed at the opposite sides of one of the rails, clamping
25 lugs formed on the member and disposed immediately above the ties, each lug being provided with a plurality of slots which are arranged substantially perpendicularly with respect to the first slots, an element formed
30 on the member and extending therefrom in an opposite direction to the lugs, a tongue formed on said element, and fastening devices extending through the slots and into the ties and arranged in the slots so as to
35 hold the plate immovably mounted thereon.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES H. STEDMAN.

Witnesses:

FLORENCE C. EMERY,
T. F. THOMPSON.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."