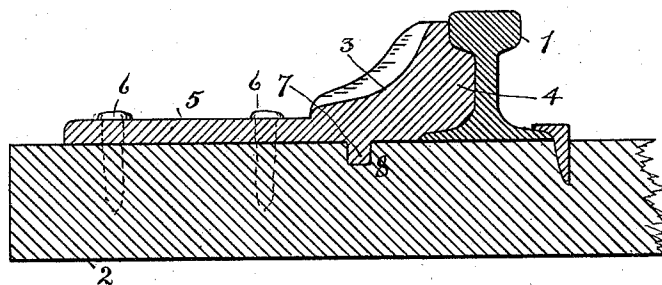
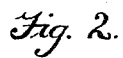
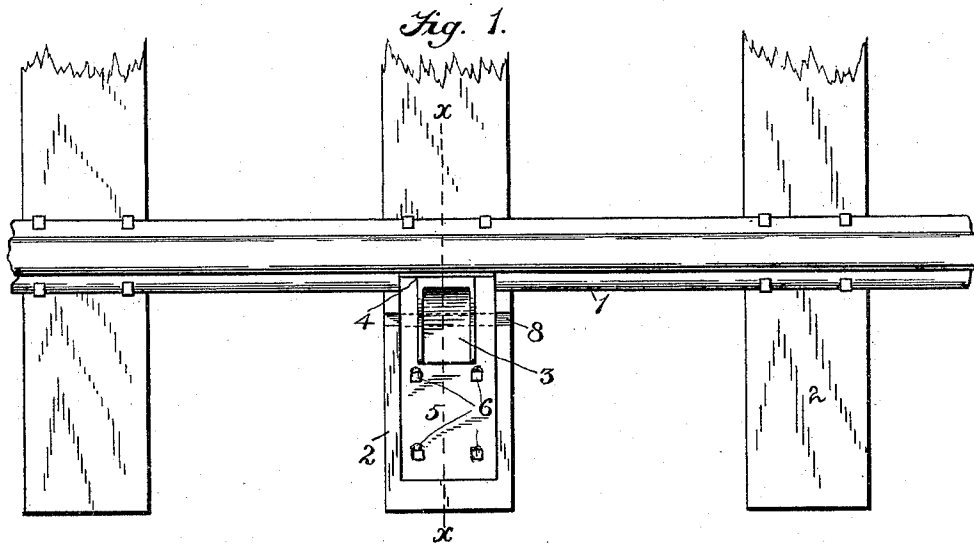


(No Model.)

G. H. MASON.
RAIL BRACE.

No. 474,560.

Patented May 10, 1892.



WITNESSES:

WITNESSES:
Thomas Duant
J. W. Fowler Jr

INVENTOR,

INVENTOR.
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BY
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UNITED STATES PATENT OFFICE.

GEORGE H. MASON, OF ROCHESTER, NEW YORK.

RAIL-BRACE.

SPECIFICATION forming part of Letters Patent No. 474,560, dated May 10, 1892.

Application filed November 30, 1891. Serial No. 413,569. (No model.)

To all whom it may concern:

Be it known that I, GEORGE H. MASON, of Rochester, in the county of Monroe and State of New York, have invented certain new and useful Improvements in Rail-Braces; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification, and to the figures of reference marked thereon.

My present invention has for its objects to provide a brace or support for railroad-rails, adapted to prevent the rails from spreading and the resulting accidents and also particularly adapted for curves where the weight of the train is thrown on the outer rail, tending not only to slide it laterally but as well to tip it over; and to these and other ends the invention consists in certain novelties of construction and combinations of parts, all as will be hereinafter fully described, and the novel features pointed out in the claims at the end of this specification.

In the drawings, Figure 1 is a plan view of a rail with my invention applied, and Fig. 2 a section on the line *x x*.

Similar reference-numerals indicate similar parts.

1 indicates an ordinary railroad-rail, and 2 one of the ties on which it rests and to which it may be secured on one side by spikes in the usual manner. At suitable intervals along the outside of the rail are secured the braces 3, constituting my present invention, only one being shown in the drawings.

This brace is preferably formed of cast metal with a head 4, adapted to fit the side of the rail beneath the upper flange and over the lower flange or foot and in a measure serve to support the upper flange and hold the rail down on the tie and the lower portion or base 5, extended outward in the form of a plate, forming a broad surface, through which passes the securing-spikes 6, and on the under side of this support is formed a downwardly-extending transverse flange or rib 7, adapted to enter a correspondingly-transverse slot or recess 8, formed in the upper side of the tie. The rib 7 is preferably located near

the rail and by its long bearing in the slot in the tie effectually serves to prevent any lateral movement of the rail, while plenty of material is left between the slot in the tie and the end of the latter, so that there is no possibility of the tie being broken and the brace loosened. By having this rib 7 on the underside of the brace, which is securely fastened down by the spikes, the top of the tie beyond the slot is also prevented from being chipped off by the lateral pressure on the rib, and the rail is also held on the tie.

In placing the brace in position it is slipped in from the side of the tie with its head beneath the rail-flange and the rib in the slot, and is thereby locked and the rail prevented from lateral movement even before the application of the holding-spikes, the latter effectually securing it in place.

If desired, this brace could be placed on the inside of the rail, the head of course being lower than that shown, so as not to be struck by the flange on the car-wheels.

I claim as my invention—

1. A rail-brace having a head adapted to engage the side of the railroad-rail, a plate or base adapted to be secured to a tie, and a laterally-extending rib on the under side of the base removed from the end thereof, adapted to engage a corresponding slot in the top of the tie, whereby the tie will be prevented from chipping beyond the slot, substantially as described.

2. A rail-brace consisting of a head engaging the side of a railroad-rail beneath the head and fitting the upper side of the bottom flange thereof, a plate or base adapted to be secured to a tie, and a laterally-extending rib on the under side of the base removed from the end thereof, adapted to engage a corresponding slot in the top of the tie, whereby the tie will be prevented from chipping beyond the slot and the rail held securely in position, substantially as described.

GEO. H. MASON.

Witnesses:

FRED F. CHURCH,
G. ADELE RODA.