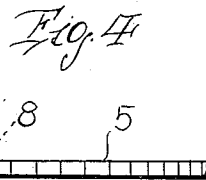
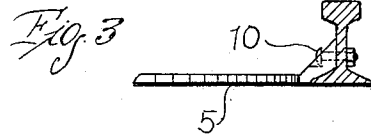
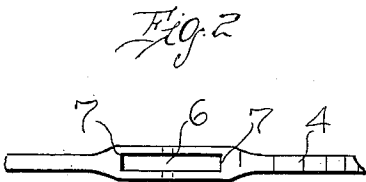
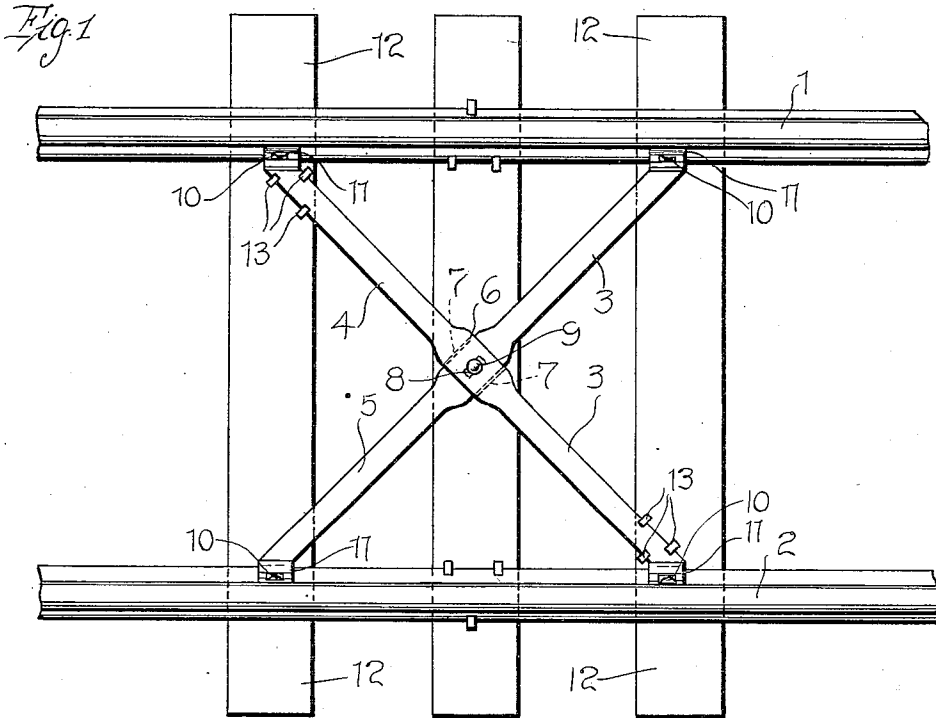


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RAIL BRACE.
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1,069,115.

Patented Aug. 5, 1913.



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RAIL-BRACE.

1,069,115.

Specification of Letters Patent.

Patented Aug. 5, 1913.

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To all whom it may concern:

Be it known that I, CHARLES WESLEY DAVIS, a citizen of the United States, residing at Dallas, in the county of Dallas and State of Texas, have invented certain new and useful Improvements in Rail-Braces, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to new and useful improvements in braces and more particularly to rail braces, the object of the invention being to provide an improved brace which will hold the track in line the full length of the rail, thus preventing the wheels from riding the rails, said braces being arranged between every pair of rails on the line.

Another object of the invention is to provide a rail brace of the above character which will possess advantages in points of efficiency and durability, is inexpensive of manufacture and at the same time is simple in construction and operation.

With the above and other objects in view, this invention consists in the novel features of construction and the combination and arrangement of parts to be hereinafter more fully described, pointed out in the claims and shown in the accompanying drawings, in which—

Figure 1 is a top plan view illustrating the application of my improved rail brace; Fig. 2 is a detail side elevation of one of the brace bars; Fig. 3 is a detail side elevation illustrating the manner of securing the ends of the bars to the rails; and Fig. 4 is a side elevation of the other of said bars.

Referring more particularly to the drawings, 1 and 2 indicate two parallel rails to which are secured the ends of my improved brace 3. The brace 3 comprises the metal bars 4 and 5 the bar 4 being provided at its intermediate portion with a transverse opening 6 having the obliquely disposed parallel walls 7. The intermediate portion of the bar 5 is arranged within the opening 6 and is provided with an oblong opening 8 adapted for the reception of the bolt 9, said bolt passing through the two bars to securely hold the same in position. It will be apparent from the drawings that when the two bars are arranged in their operative position, they are disposed at an angle to each other, forming a cross when in position. The ends of the bars are rigidly secured to the rails by means of the bolts 10. The ends

of the bars are provided with the upturned portions 11, which are adapted to conform to the shape of the rail so that the same may be rigidly secured thereto. The bar 4 is rigidly secured to the ties 12, by means of the spikes 13, thus rigidly holding the bar against lateral movement. When the bars are in their operative position, the rails will only have slight movement, such movement being permitted by the oblong opening 8 in the bar 5.

It will be apparent that by the above arrangement, the rails cannot spread more than one-half inch each way, thus holding the track in line the full length of the rails so as to prevent the wheels from riding upon the rails.

It will be apparent that by the use of my improved brace, each pair of rails which are arranged in parallel relation will be securely held against spreading movement, thus preventing the wheels from being derailed and also holding the track in line, each rail assisting the other to bear the strain.

It will be apparent from the above description taken in connection with the accompanying drawings that I have provided a simple and durable rail brace which will prevent the spreading of the rails and also hold the track in line the full length of the rails. It will also be apparent that the device is extremely simple in construction and can be manufactured at a comparatively low cost.

While I have shown and described the preferred form of my invention, it will be obvious that various changes in the details of construction and in the proportions may be resorted to for successfully carrying my invention into practice without sacrificing any of the novel features or departing from the scope of the appended claims.

What I claim is:—

1. A rail brace including a bar disposed at an angle and having its ends secured to parallel arranged rails, said bar being provided with a transverse opening having obliquely disposed parallel walls, a second bar having its intermediate portion arranged within said opening and its ends secured to the rails and a bolt passing through the intermediate portion of said bars to securely hold the same in position.

2. A rail brace including a bar disposed at an angle, having its ends rigidly secured to parallel rails, said bar being securely

spiked to the track and provided at its intermediate portion with a transverse opening having obliquely disposed parallel side walls, a second bar having its intermediate portion arranged within said opening and provided with an opening, said second bar having its ends rigidly secured to the rails and arranged in spaced relation with the ends of the first bar, and a bolt passing

through the intermediate portions of said bars to securely hold the same in position. 10

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

CHARLES WESLEY DAVIS.

Witnesses:

S. F. SNIDER,

Mrs. W. H. PASCHAL.

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