

(No Model.)

W. H. SHUMAKER & D. LAWRENCE.

RAILROAD RAIL BRACE.

No. 442,643.

Patented Dec. 16, 1890.

Fig. 1.

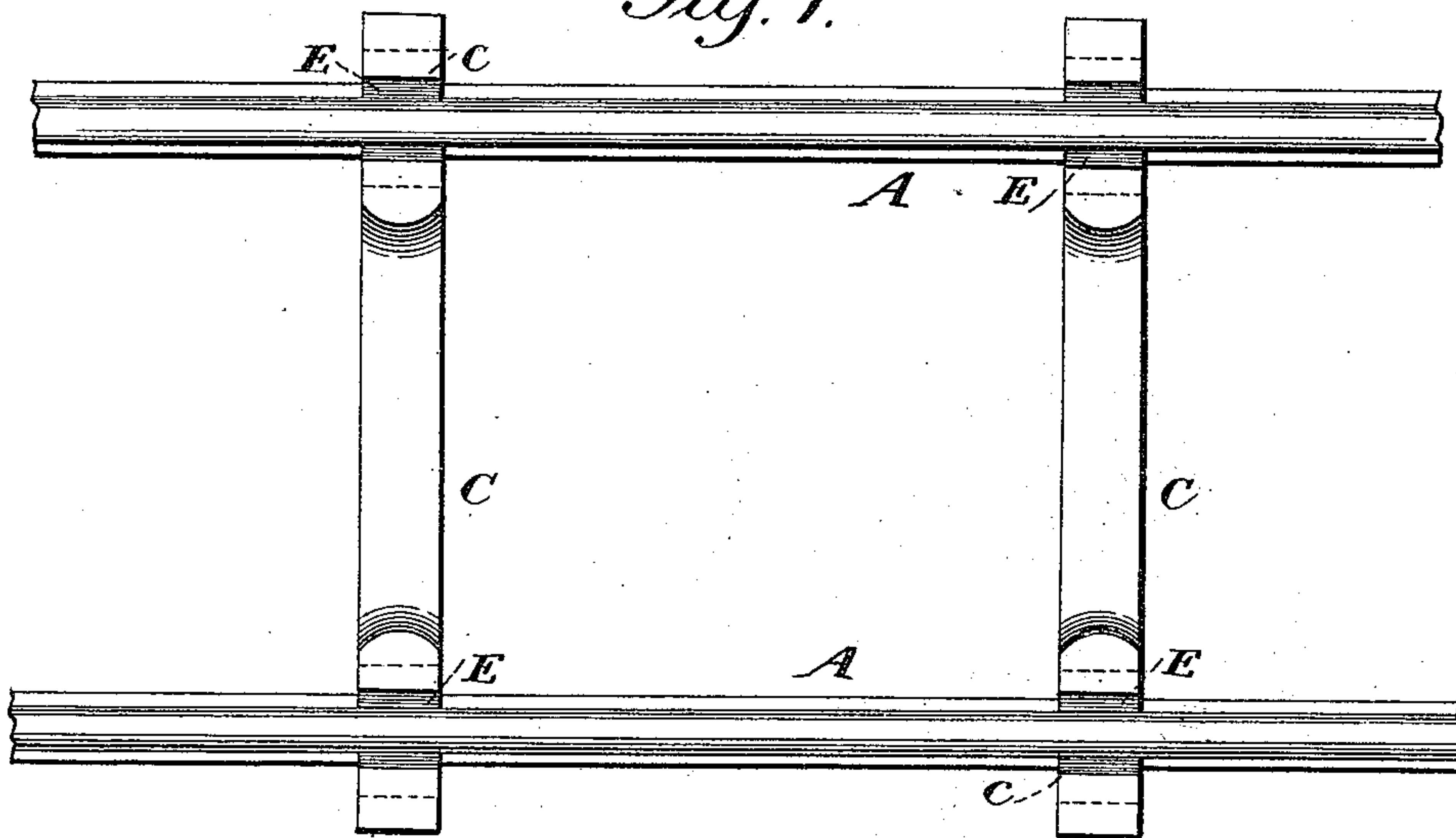


Fig. 2.

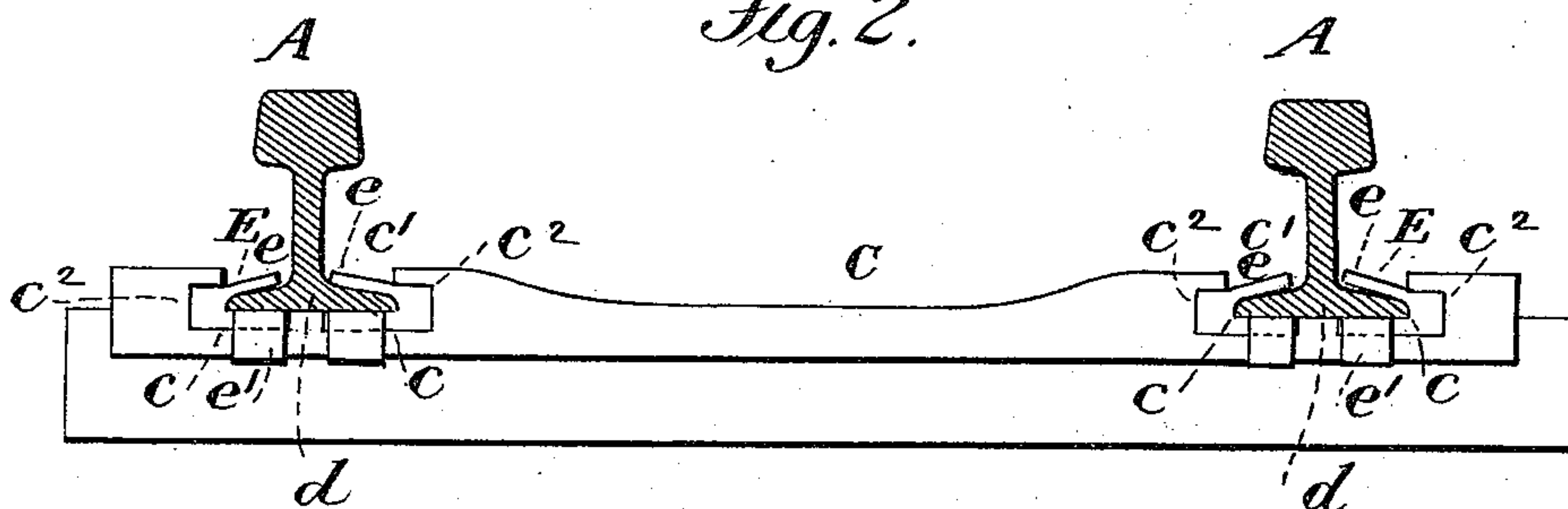
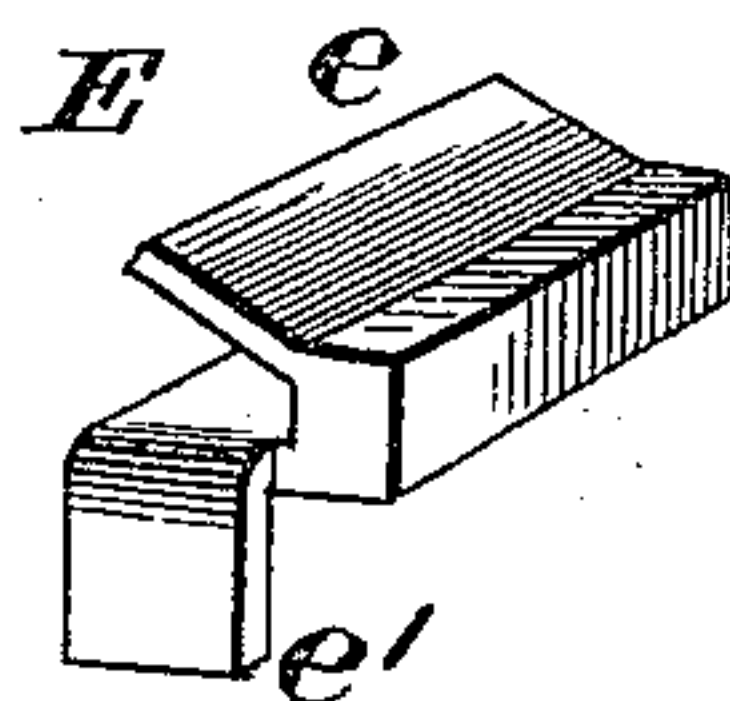


Fig. 3.



Witnesses.

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RAILROAD-RAIL BRACE.

SPECIFICATION forming part of Letters Patent No. 442,643, dated December 16, 1890.

Application filed July 24, 1890. Serial No. 359,760. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM H. SHUMAKER and DAVID LAWRENCE, citizens of the United States, residing at Bay Horse, in the county of Custer and Territory of Idaho, have invented certain new and useful Improvements in Railroad-Rail Braces to Prevent the Rails of Tracks from Spreading Apart; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The special object of the invention is to prevent the spreading of the parallel rails of a railroad-track by rail-braces constructed and secured to the rails, as hereinafter described.

Figure 1 of the drawings is a plan view of a railroad-track on which our improved rail-brace is employed; Fig. 2, a detail perspective view of the rail-brace, and Fig. 3 a similar view of the key which fastens the brace to the rail.

In the drawings, A A represent the two parallel rails of a railroad-track, secured to the sleepers in any of the well-known and approved ways.

C C are our spacers or rail-braces, which are constructed with the grooves *c c*. The latter have a top opening *c'* large enough to admit the base *d* of a railroad-rail, and the undercut recesses *c² c²* to receive the wedge-keys E.

These keys are provided with flanges *e e*, which embrace the bottom edges *d' d'* of the rail, and projections *e'* at the smaller end to be bent down to prevent the wedges from working backward.

The bars, braces, or spaces C C may be placed in position on any track without removal of the rails, and may be manufactured at very little expense.

In practice, we find the wedge-keys never come loose, and the braces to be very durable. They are also a great help on curves, heavy grades, bridges, switches, and where there are decayed ties.

Having thus described all that is necessary to a full understanding of our invention, what we claim as new, and desire to protect by Letters Patent, is—

The rail-brace C, constructed with the grooves *c c*, undercut at *c²* and provided with the top opening *c'*, in combination with the wedge-keys E, having flanges *e e* and projection *e'*, substantially as and for the purpose set forth.

In testimony whereof we have affixed our signatures in presence of two witnesses.

WILLIAM H. SHUMAKER.

DAVID LAWRENCE.

Witnesses:

WILLIAM H. DORCHESTER,
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