

No. 773,760.

PATENTED NOV. 1, 1904.

F. P. MARLING.

RAIL BRACE.

APPLICATION FILED MAR. 4, 1904.

NO MODEL.

Fig. 1.

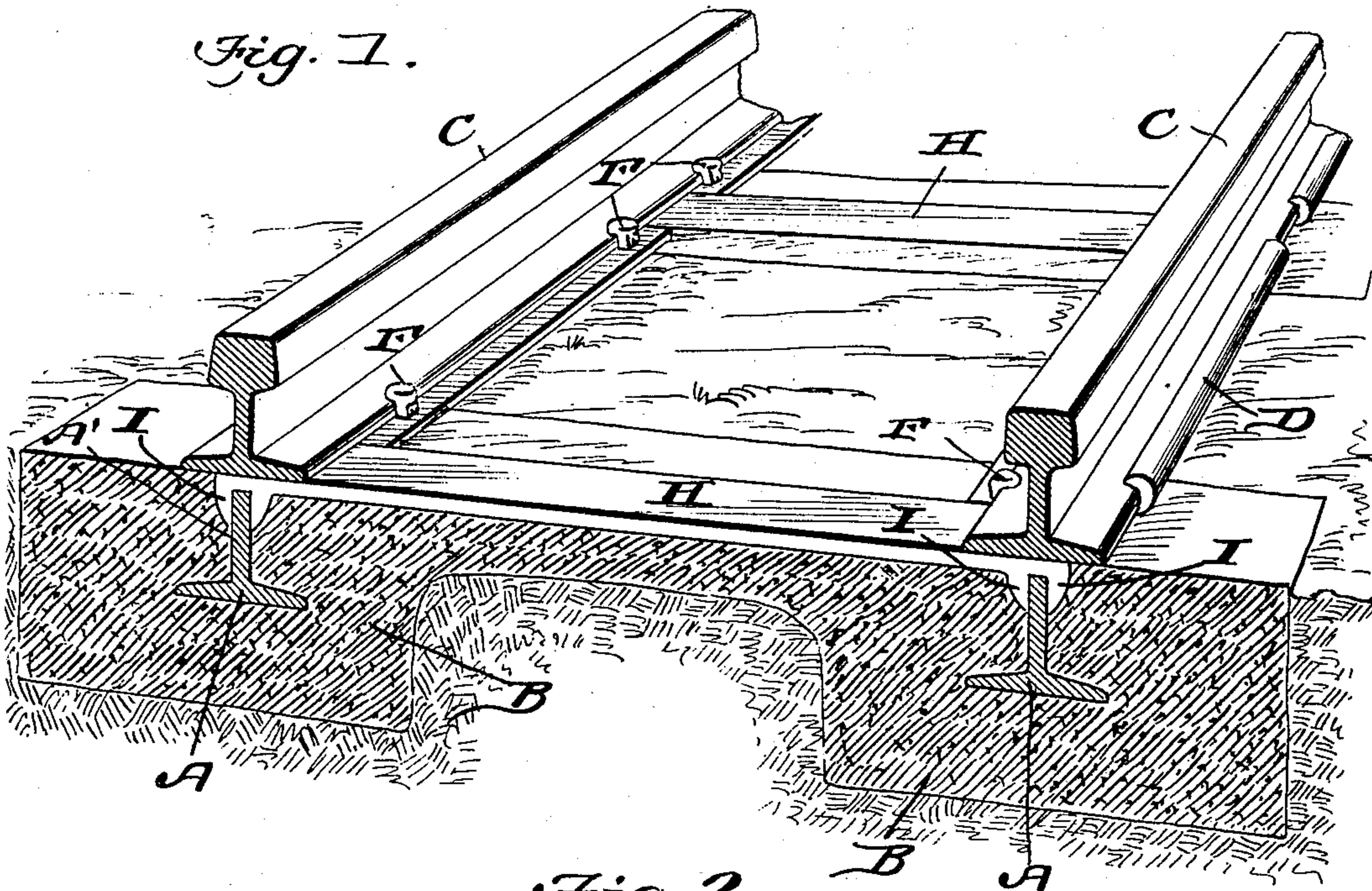


Fig. 2.

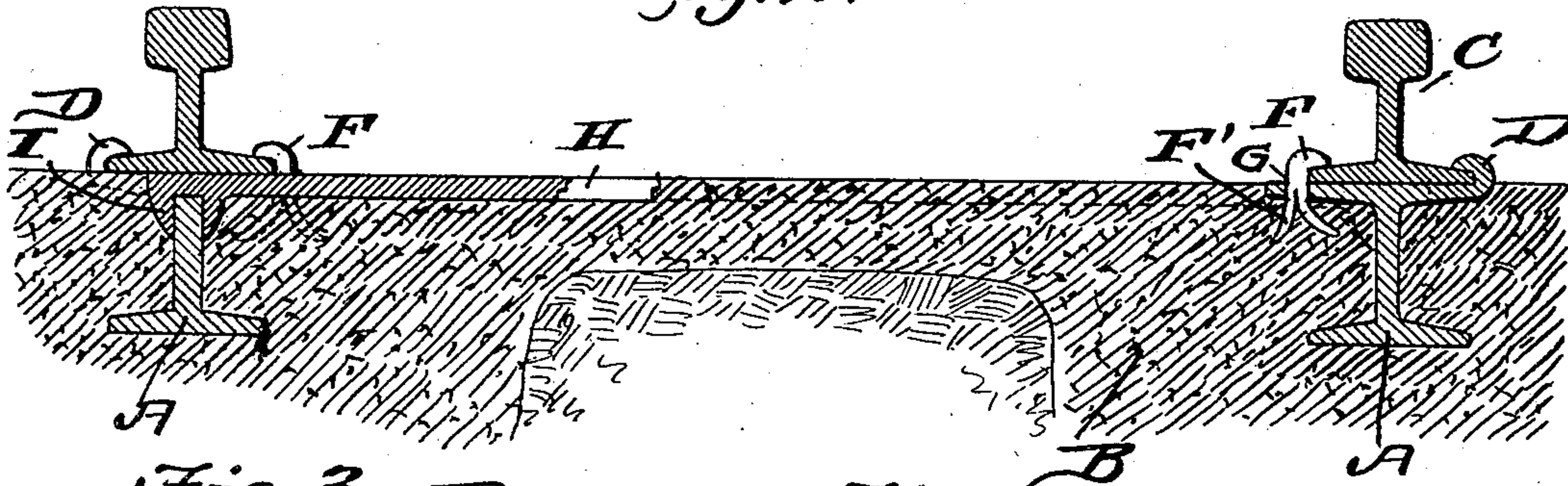


Fig. 3.

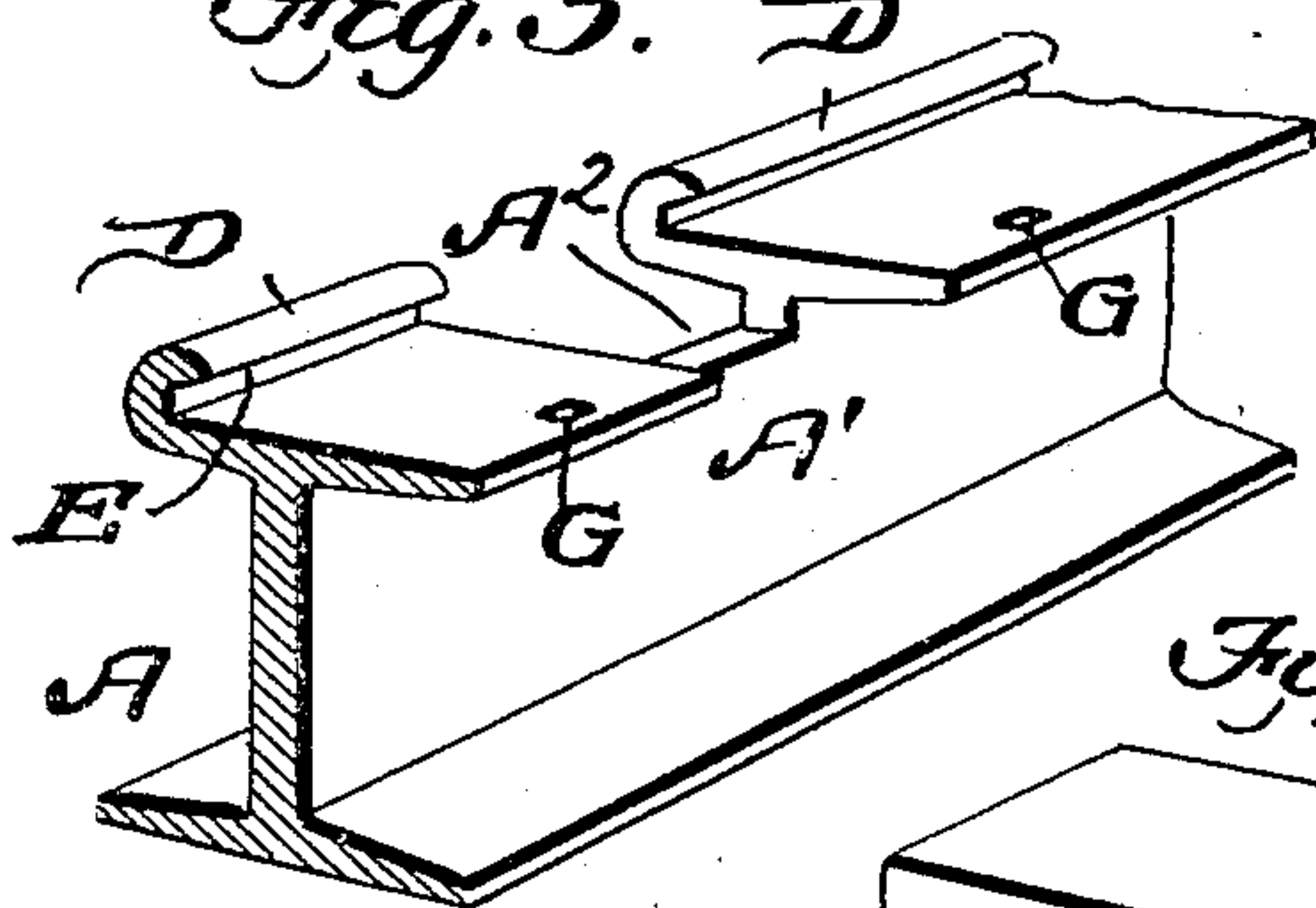


Fig. 5.

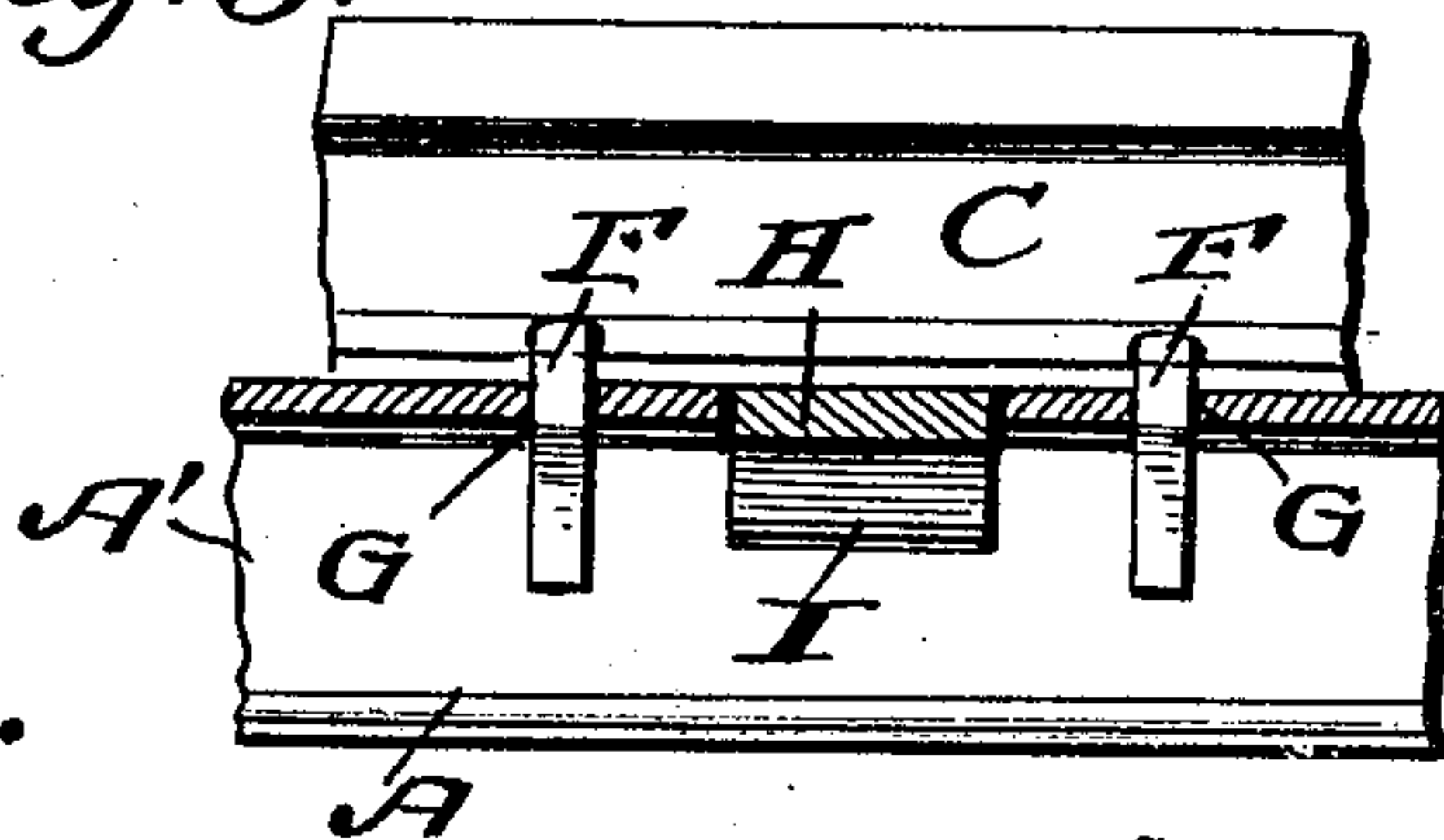
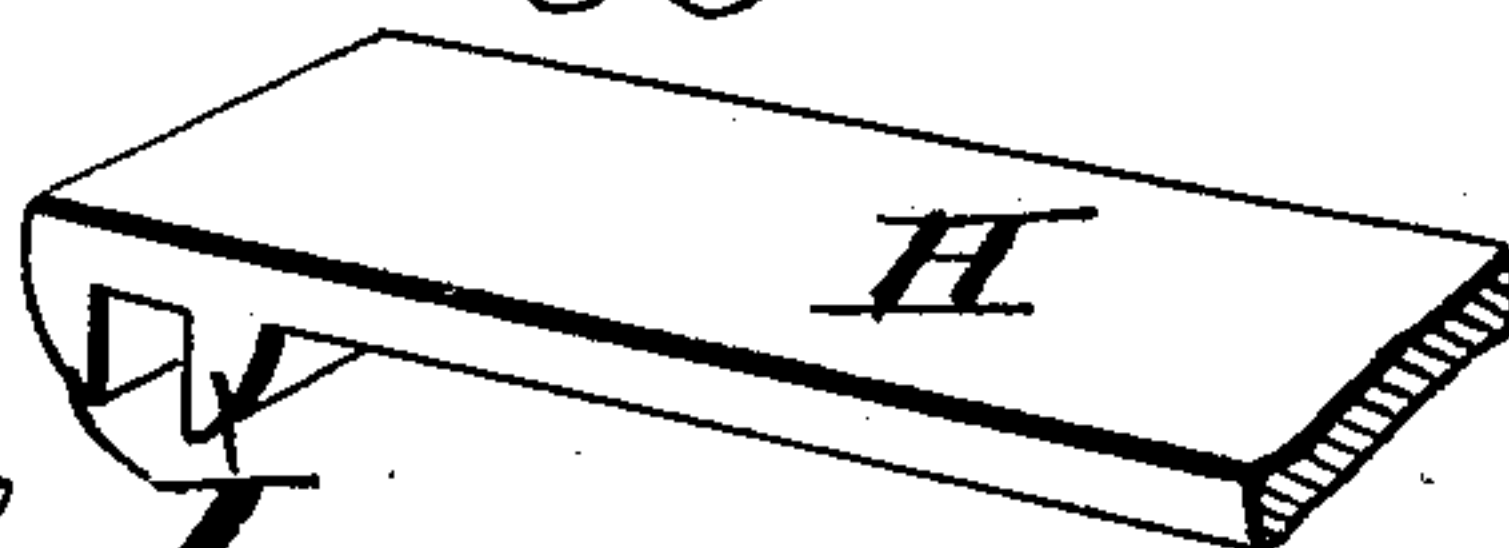


Fig. 4.



Witnesses

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FRANK P. MARLING, OF ST. LOUIS, MISSOURI.

RAIL-BRACE.

SPECIFICATION forming part of Letters Patent No. 773,760, dated November 1, 1904.

Application filed March 4, 1904. Serial No. 196,565. (No model.)

To all whom it may concern:

Be it known that I, FRANK P. MARLING, a citizen of the United States, residing at St. Louis, in the State of Missouri, have invented a new and useful Rail-Brace, of which the following is a specification.

This invention is an improved construction of rail brace and support particularly adapted for securing rails upon a road-bed of concrete or similar material.

The object of the invention is to provide a rigid support which will avoid the use of cross-ties and which will hold the rails to the proper gage and prevent them spreading.

With these objects in view the invention consists in the novel features of construction hereinafter fully described, and pointed out in the claims.

In the drawings forming a part of this specification, Figure 1 is a perspective view, partly in section, showing the practical application of my invention. Fig. 2 is a transverse sectional view. Fig. 3 is a detail perspective view showing a portion of one of the longitudinal stringers. Fig. 4 is a detail perspective view of one end of one of the brace-bars, and Fig. 5 is a detail sectional elevation.

In carrying out my invention I employ metallic longitudinal stringers A, which are substantially the form of an I-beam, said stringers being firmly seated in a bed B of cement, concrete, or other suitable material, the head of the beam lying substantially flush with the road-bed, and the standard rail C is adapted to rest upon the head of the longitudinal stringer, the outer edges of the head of the stringer being turned back, as shown at D, providing a groove E, into which the outer edge of the base of the rail fits, and for the

purpose of holding the rail in this position I employ keys F, which overlap the base of the rail, pass through the openings G, and have their lower ends spread, as shown at F', for the purpose of securely locking the rail to the longitudinal stringer. For the purpose of preventing the stringers spreading I employ brace-bars or tie-rods H, the ends of which are provided with parallel depending fingers I, which are adapted to engage the upper edge of the web A' of the longitudinal stringer A, the head of the stringer being cut away, as shown at A', to permit the fingers of the brace-bar to engage the web of the stringer. It will thus be seen that the stringers, and consequently the rails, will be held to the proper gage.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination with the longitudinal stringer, the heads of which have their outer edges turned back, of the rails resting upon the heads of said stringers, and the keys for holding the rails in place as set forth.

2. The combination with the longitudinal stringers, the outer edges of the heads being turned back upon themselves, of the rails resting upon the said stringers, the keys for fastening the rails to the stringers, and the brace-bars having depending fingers adapted to embrace the web of the stringer, the head of the stringer being cut away to permit the fingers to engage the upper edge of the web, of the stringer, as set forth.

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