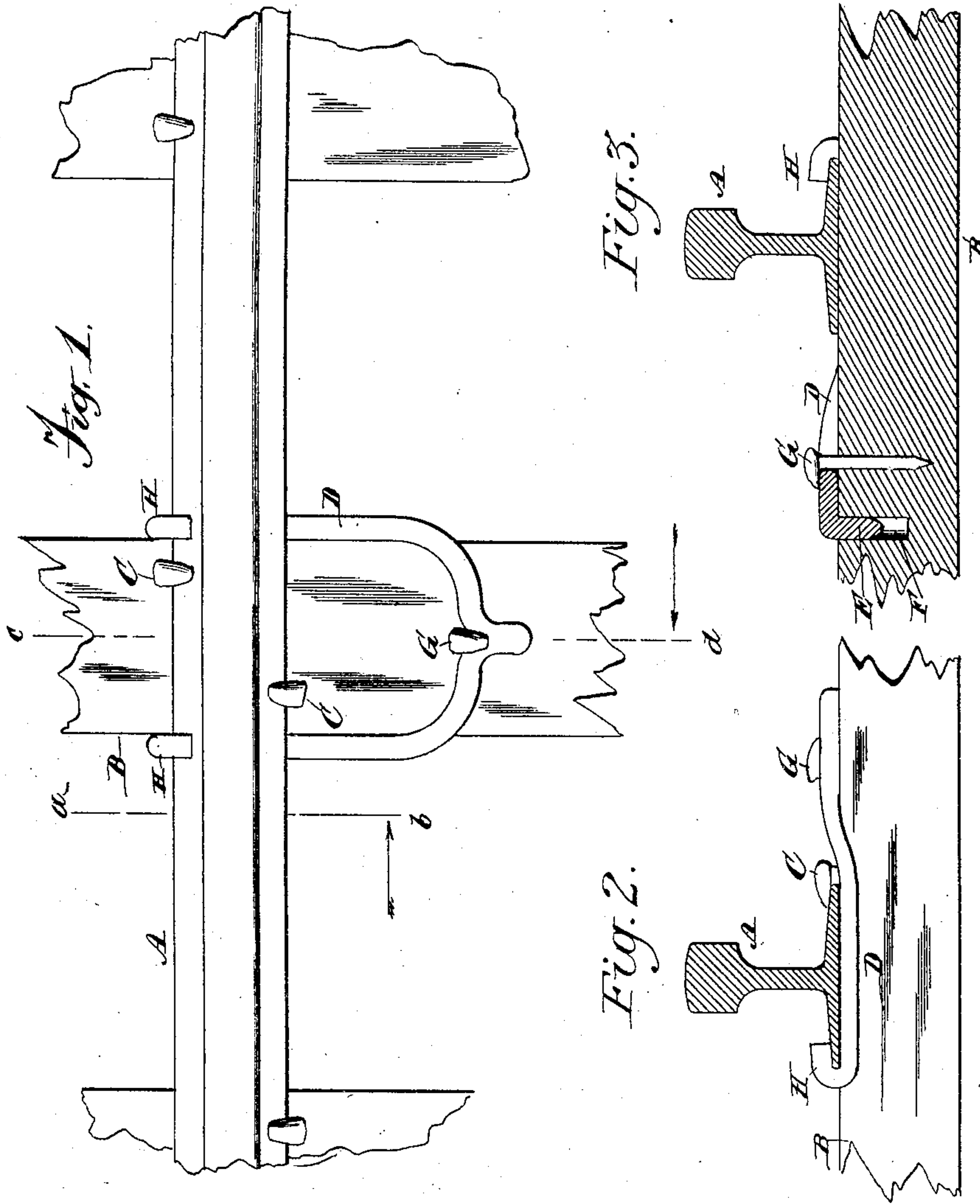


No. 786,277.

PATENTED APR. 4, 1905.

G. M. EWINS.  
RAILWAY RAIL HOLDER.  
APPLICATION FILED JAN. 9, 1905.



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# UNITED STATES PATENT OFFICE.

GEORGE M. EWINS, OF CEDAR RAPIDS, IOWA.

## RAILWAY-RAIL HOLDER.

SPECIFICATION forming part of Letters Patent No. 786,277, dated April 4, 1905.

Application filed January 9, 1905. Serial No. 240,370.

*To all whom it may concern:*

Be it known that I, GEORGE M. EWINS, a citizen of the United States, residing at Cedar Rapids, in the county of Linn and State of Iowa, have invented certain new and useful Improvements in Railway-Rail Holders, of which the following is a specification.

The object of this invention is to prevent the spreading of railway-rails; and the invention consists in a stirrup hooking to the outside of the rail-flange and anchored to the tie between the rails, as will fully appear hereafter, reference being had to the accompanying drawings, forming a part of this specification.

In the drawings, Figure 1 is a top view illustrating my device as applied to a railway-rail. Fig. 2 is a side view of the same, partly sectional, in the line *a b* of Fig. 1. Fig. 3 is a section of the same in the line *c d* looking in the opposite direction.

The device is designed to more securely anchor railway-rails and prevent the too prevalent spreading of them under heavy locomotives running at high speeds and the disastrous wrecks incident thereto.

The device, which is very simple in its nature, will now be described.

Referring to the drawings, A designates a railway-rail mounted on ties B in the usual way by spikes C. The latter are apt to give way under the impact of a heavy modern locomotive at high speed, especially at curves, to which part of the track the device is more particularly applicable, though it may, of course, be used wherever necessary.

To the outer edge of the rail-flange is hooked

a stirrup D, wide enough to straddle the tie, as shown in Fig. 1. The stirrup is preferably formed of a single piece of steel rod or bar bent and welded together at the middle to form a strong spur E. This is bent at right angles to the body of the stirrup and when in position is driven into a hole F, bored in the tie. To prevent its working loose, a spike G is driven in the tie at the junction of the converging arms of the stirrup. The arms of the stirrup pass under the rail and should therefore be offset, as shown in Figs. 2 and 3, so as to lie close up under the rail and where the stirrup lies on the tie to rest flat thereon. The arms of the stirrup end in hooks H to take the edge of the rail-flange. This affords a powerful reinforcement to the spikes in ordinary use and is designed to hold the rail in place under the most exacting conditions.

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

Combined with railway-rail, ties and spikes, substantially as shown, a rail-holder practically stirrup-shaped, with hooks at the ends of the stirrup-arms to engage the outer edge of the rail, a downwardly-turned spur at the junction of the arms to enter a hole in the tie, and offsets in the arms, which pass under the rail and straddle the tie, substantially as described.

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

GEORGE M. EWINS.

Witnesses:

FRANK W. EWINS,  
J. M. ST. JOHN.