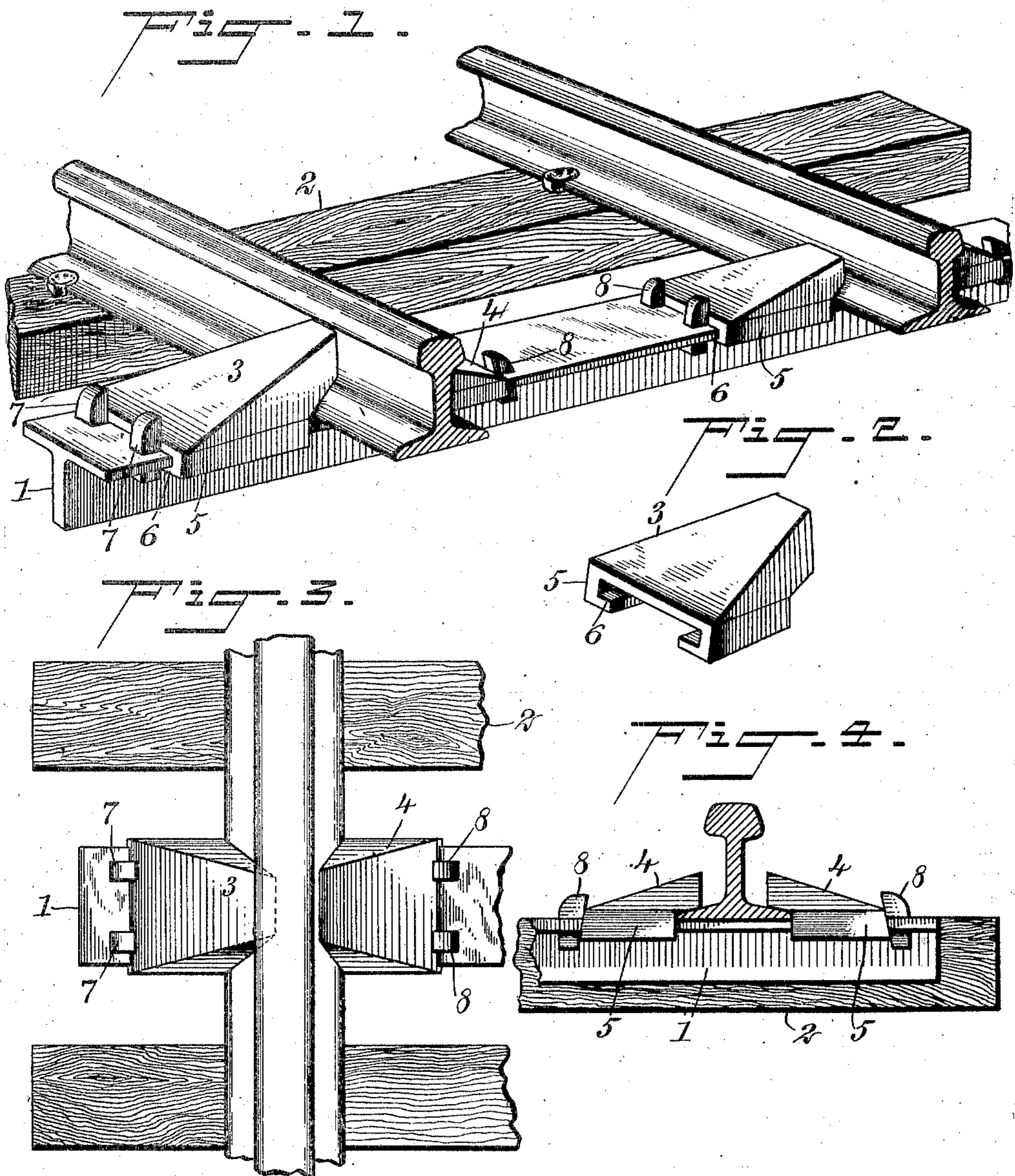


No. 811,384.

PATENTED JAN. 30, 1906.

J. H. CROWLEY.
RAILWAY TRACK GAGE AND BRACE.
APPLICATION FILED JUNE 29, 1905.



WITNESSES:

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JOHN HENRY CROWLEY, OF DULUTH, MINNESOTA.

RAILWAY-TRACK GAGE AND BRACE.

No. 811,384.

Specification of Letters Patent.

Patented Jan. 30, 1906.

Application filed June 29, 1905. Serial No. 267,516.

To all whom it may concern:

Be it known that I, JOHN HENRY CROWLEY, a citizen of the United States, and a resident of Duluth, in the county of St. Louis and State of Minnesota, have invented a new and Improved Railway-Track Gage and Brace, of which the following is a full, clear, and exact description.

This invention relates to improvements in gage bars and braces for railway-rails, the object being to provide devices of this character that will be simple in construction, easily placed in position, and comprising comparatively little metal, thus causing a saving in expense.

I will describe a railway-track gage and brace connecting therewith embodying my invention and then point out the novel features in the appended claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference designate corresponding parts in all the views.

Figure 1 is a perspective view showing a gage-bar, braces, and clips embodying my invention. Fig. 2 shows one of the braces or clips. Fig. 3 is a plan, and Fig. 4 is an elevation, showing a slight modification.

Referring to the drawings, 1 designates a metal gage-bar, here shown as having its oppositely-extended flanges at the top. It is to be understood, however, that instead of this particular form of bar I may employ bars having flanges at both top and bottom. These gage-bars are arranged at suitable points between the ordinary cross-ties 2, and connecting with the bars at suitable points are brace-blocks 3 and brace-clips 4. These brace-blocks have downwardly-extended flanges 5 and inwardly-extended flanges 6, these flanges engaging, respectively, over the outer edges of the flanges on the gage-bar and against the under sides thereof. The blocks 3 engage their inner ends closely against the web of the rail at the

outer side, and they are clamped in position by means of wedges 7, which pass through openings in the flanges of the bar, and the brace-clips 4 are also held closely against the base-flange of the rail at the inner side by similar wedges 8. These wedges are shown as somewhat tapered and angular in cross-section. It is to be understood, however, that round plugs or wedges may be employed, the holes in the flanges of the gage-bar being round or square to suit the shape of the wedges or plugs used. It may be here stated that the brace-blocks 3 need only be used on high degree curves, as the brace-clips 4 would serve the desired purpose for a greater portion of the road. This arrangement I have shown in Fig. 4—that is, the brace-clips engaged with the base-flange of the rail at both the outer and inner sides.

As the braces have no parts extended downward along the web portion of the gage-bar and through which bolts pass, a considerable saving of metal is secured.

With devices embodying my invention it is obvious that there will be no possibility of the railway-rail spreading or turning.

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

A railway-track gage comprising a T-bar having openings in its flanges, a clip having flange portions for engaging around the flanges of the bar, the said clips being angular and bearing only upon the base-flange of the rail, and wedges passing through the openings in the bar-flanges for forcing the clips into engagement with the rail-base.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN HENRY CROWLEY.

Witnesses:

J. H. DAVIS,

AGNES REDLOCK.