

No. 835,136.

PATENTED NOV. 6, 1906.

G. A. KAHL.
RAIL BRACE.

APPLICATION FILED MAR. 2, 1906.

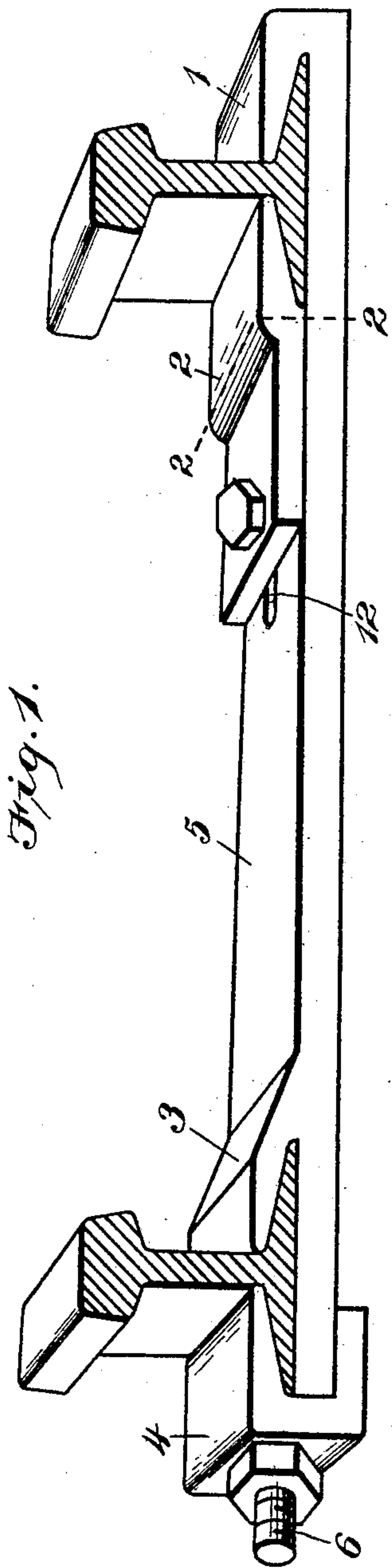


Fig. 4.

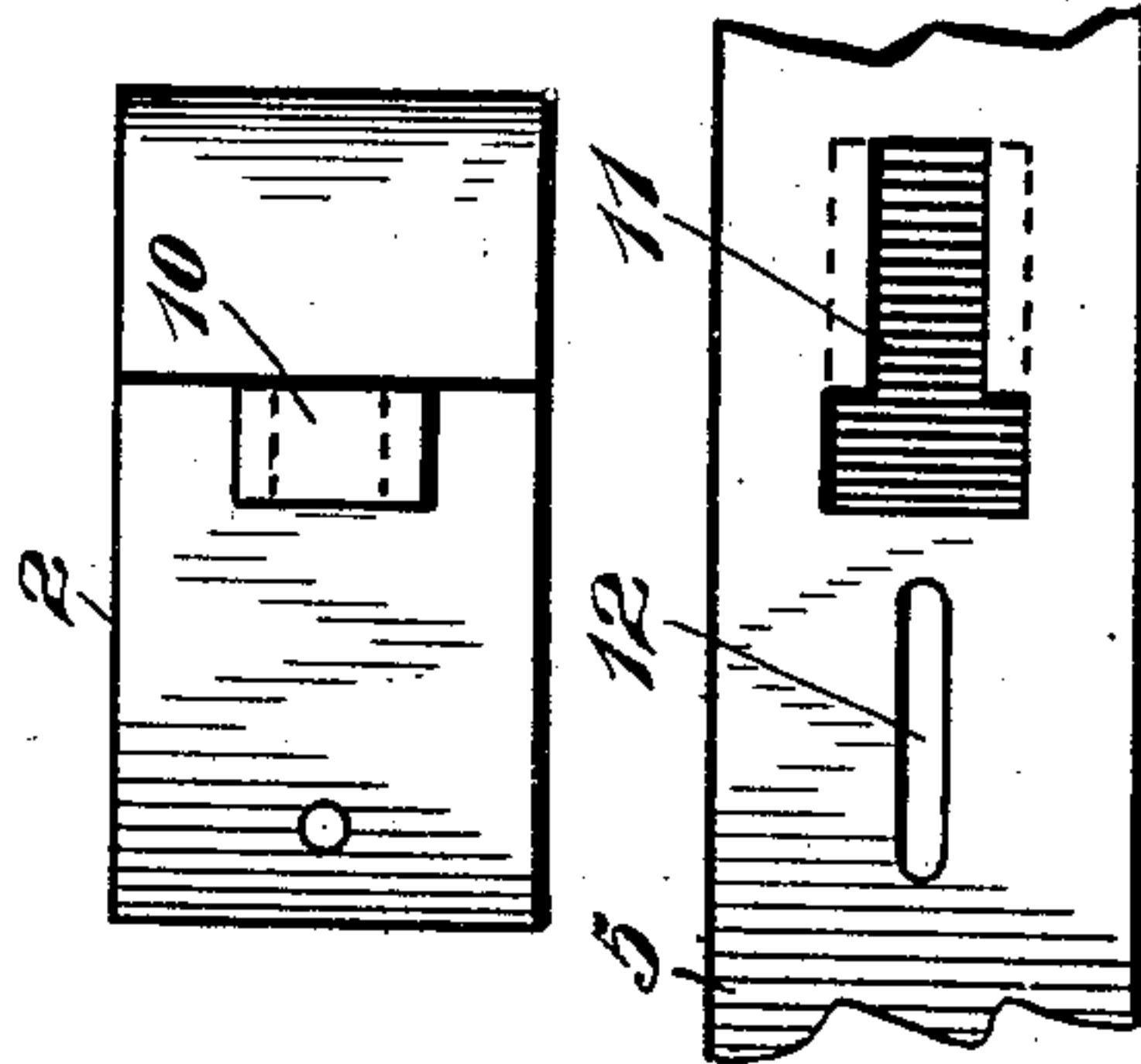


Fig. 3.

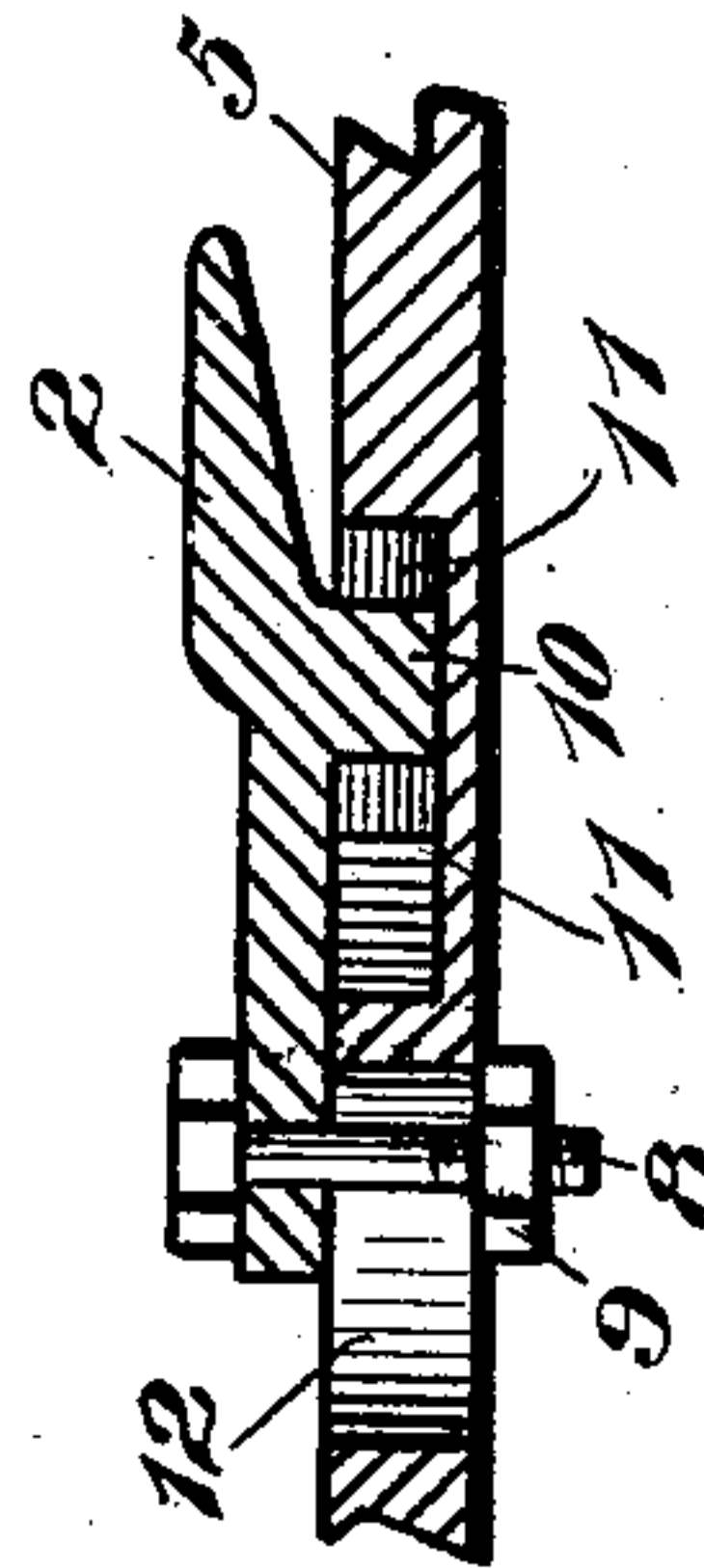
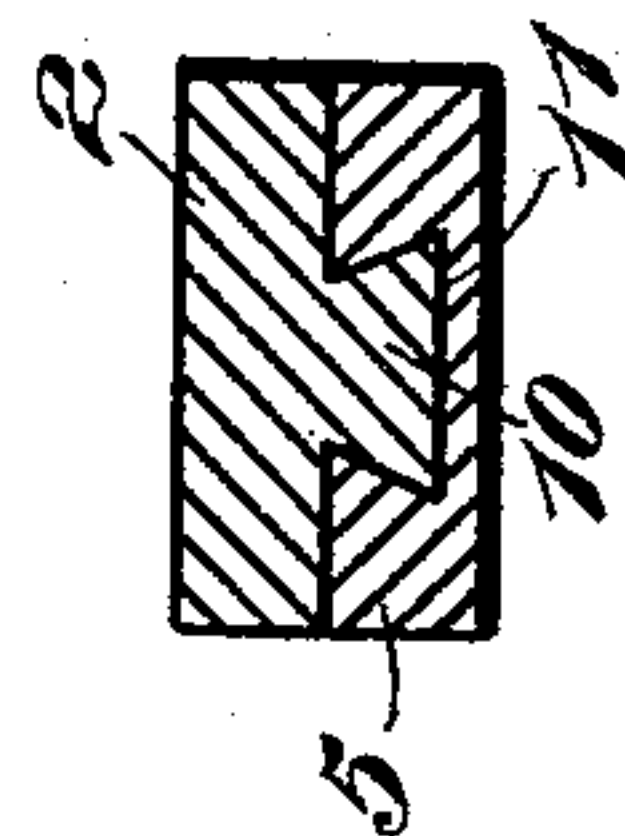


Fig. 2.



Witnesses

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UNITED STATES PATENT OFFICE.

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RAIL-BRACE.

No. 835,136.

Specification of Letters Patent.

Patented Nov. 6, 1906.

Application filed March 2, 1906. Serial No. 303,892.

To all whom it may concern:

Be it known that I, GEORGE ADAM KAHL, a citizen of the United States, residing at Plainsberg, in the county of Merced and State of California, have invented a new and useful Rail-Brace; and I 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 invention relates to metallic railway ties or clamps, and has for its object to provide a device of this character adapted to prevent the spreading of the rails by firmly clamping them in their proper position.

With these and other objects in view the invention consists in the construction and novel arrangement of parts hereinafter described and shown, and particularly pointed out in the appended claims.

In the drawings, Figure 1 is a perspective view of a metallic tie or clamp constructed in accordance with this invention. Fig. 2 is a transverse sectional view, taken on line 2 2 of Fig. 1. Fig. 3 is a detail sectional view of the jaw 2 and the portion of the tie with which it is connected. Fig. 4 is a detail view showing the dovetailed tongue and groove.

Referring to the drawings, 1, 2, 3, and 4 designate the jaws of a metallic tie 5. The jaws 1 and 3 are formed integral with said tie, as shown. One end 6 of said tie is screw-threaded, which passes through the removable jaw 4, which is secured to the tie by means of a threaded nut which engages the threaded end of the tie. It will be seen that the threaded portion 6 projects somewhat beyond the nut, by which these jaws 3 may be adjusted to fit the flanges of street-car rails, or those of steam-railways, or others of various-width flanges. The jaw 2 is secured

to the tie by means of a bolt having a threaded portion 8, which is engaged by a nut 9, as clearly shown in Fig. 3 of the drawings. The jaw 2 is provided with a depending integral dovetailed tongue 10, which engages a dovetailed groove 11, formed in the tie and which extends about two-thirds the thickness of said tie. This tongue is designed to hold the jaw 2 against rotation, and the dovetailed feature coöperates with the bolt in firmly clamping the jaw to the rail. The opening 12, through which the bolt passes, is elongated to permit the adjustment of the jaw 2 to the width of the base or flange of the tie which it engages.

What I claim is—

1. A metallic railway-tie, having integral clamping-jaws, adjustable jaws, coöperating with said integral jaws, one of said adjustable jaws being substantially U-shaped, and engaging the under face of the tie, and the flange of rail, substantially as described.

2. A metallic railway-tie, having integral clamping-jaws, adjustable jaws coöperating therewith, one of said jaws, having a portion engaging the under face of said tie.

3. A metallic railway-tie having integral clamping-jaws, adjustable jaws coöperating therewith, one of said adjustable jaws, having a lateral portion engaging the under face of said tie, and the other adjustable jaw having a dovetailed tongue engaging a dovetailed groove in said tie.

In testimony whereof I have hereto affixed my signature in the presence of two witnesses.

GEORGE ADAM KAHL.

Witnesses:

G. W. FORD,
E. H. STREETER.