No. 854,941. PATENTED MAY 28, 1907.

H. W. FREEMAN.

BRIDLE ROD FOR RAILWAY TRACK RAILS.

APPLICATION FILED MAR. 4, 1907.

FIG. 1

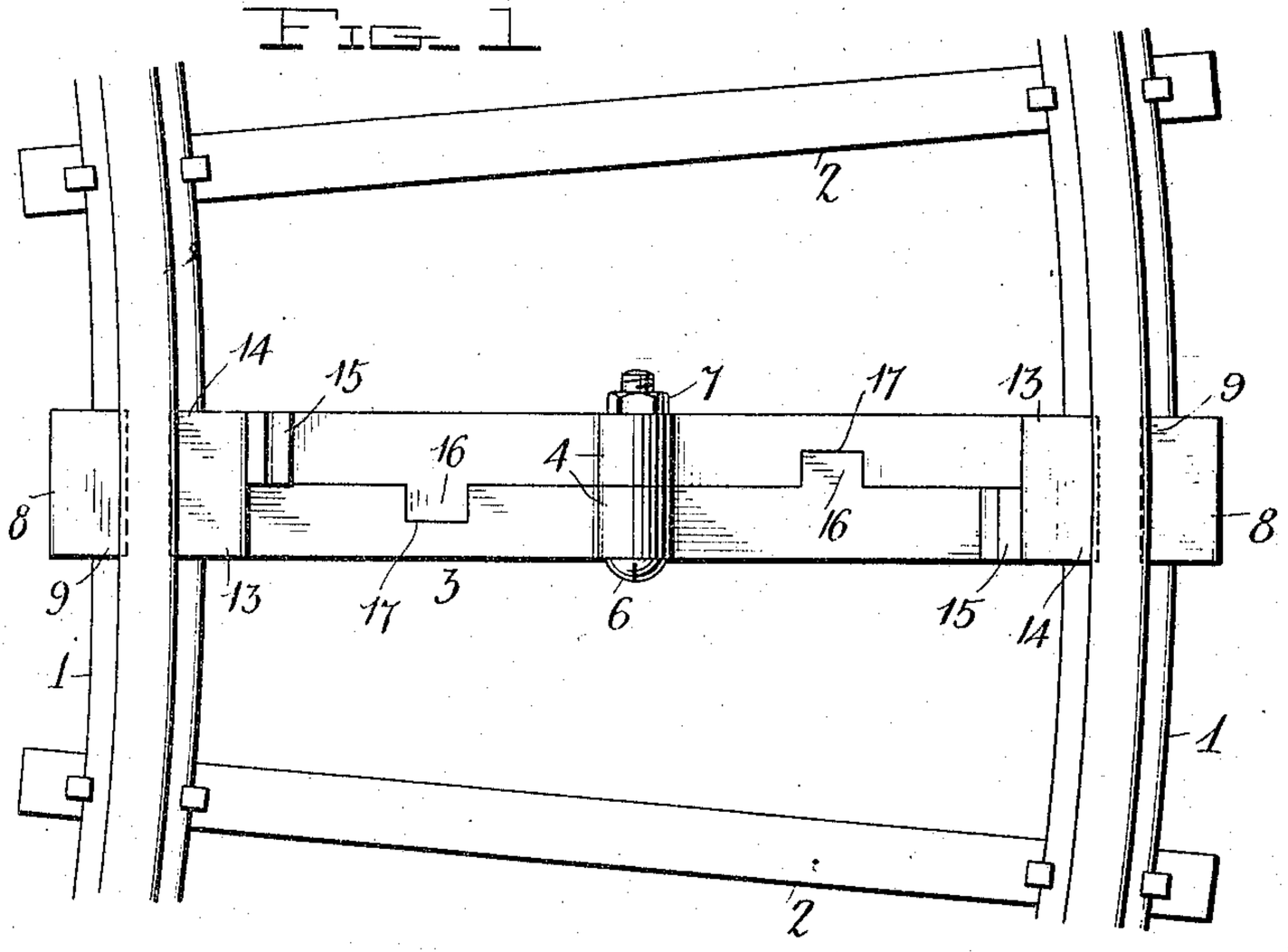


FIG. 2

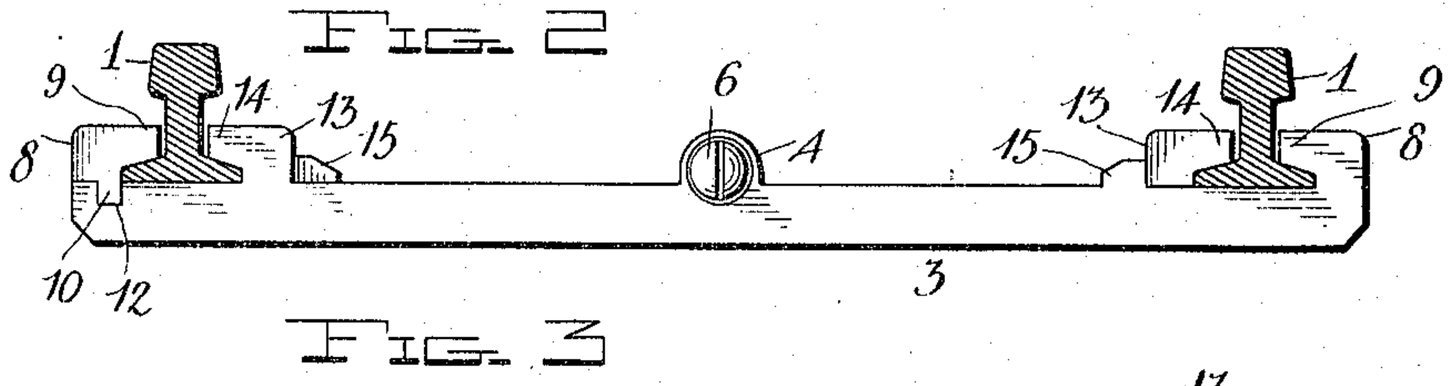


FIG. 3

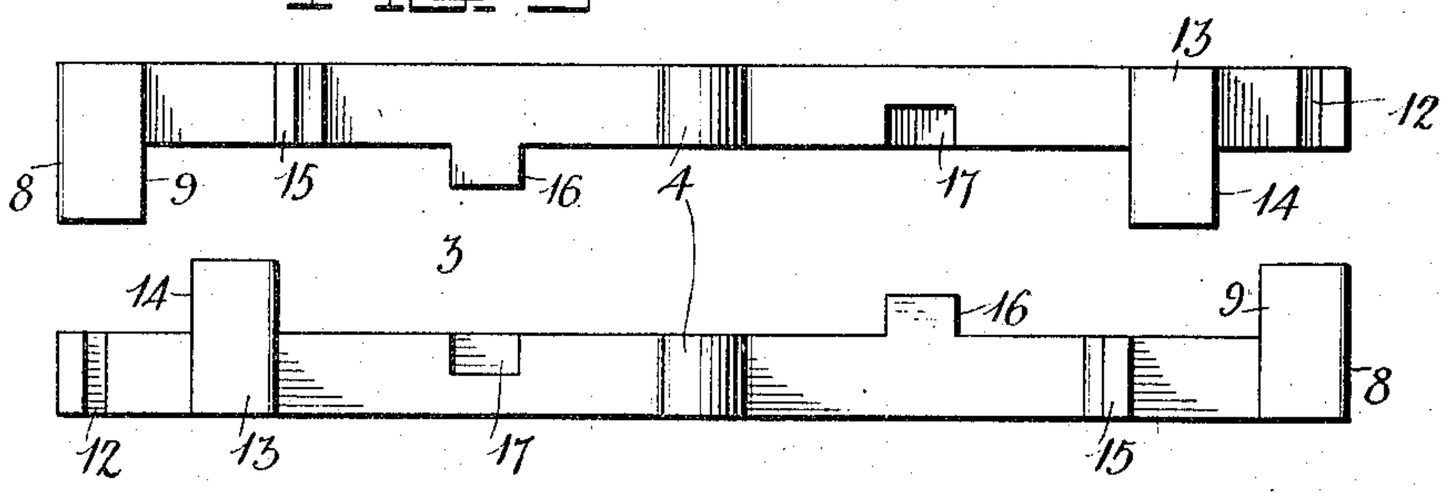
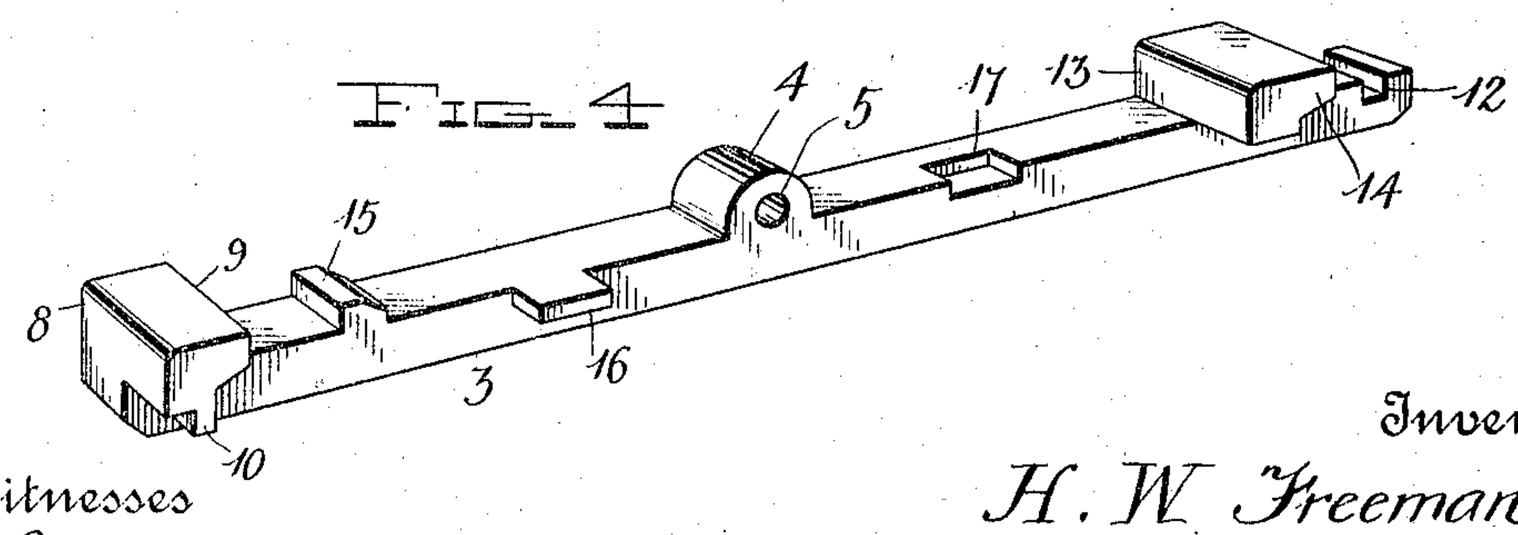


FIG. 4



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BRIDLE-ROD FOR RAILWAY-TRACK RAILS.

No. 854,941. Specification of Letters Patent. Patented May 28, 1907.

Application filed March 4, 1907. Serial No. 360,507.

To all whom it may concern:

Be it known that I, HOWARD W. FREEMAN, a citizen of the United States, residing at Newark, in the county of Licking and State of Ohio, have invented certain new and useful Improvements in Bridle-Rods for Railway-Track Rails; and I do 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.

This invention relates to improvements in bridle rods or track braces for railway track curves.

The object of the invention is to provide a bridle rod or brace adapted to be applied to the curved rails of a railway track to prevent the same from spreading.

With this object in view, the invention consists of certain novel features of construction, combination and arrangement of parts as will be more fully described and particularly pointed out in the claims hereto appended.

In the accompanying drawings, Figure 1 is a plan view of a section of curved railway tracks showing the application of the bridle rod thereto; Fig. 2 is a vertical cross sectional view of the rails showing the rod in side elevation; Fig. 3 is a plan view of the rod showing the parts of the same separated; and Fig. 4 is a perspective view of one section of the rod looking toward the inner edge of the same.

Referring more particularly to the drawings, 1—1 denote the curved track rails, and 2 denotes the ties upon which said rails are secured in the usual or any preferred manner. The bridle rod 3 which is adapted to be applied to the rails between the ties, is formed in two parts or sections, which are adapted to be separably connected together to permit the same to be readily applied to the rails after the latter have been laid and secured to the ties. Each of the sections of the rod is provided midway between its ends with a lug, 4, in each of which is formed a passage or bolt hole, 5. The holes or passage, 5, are adapted to be brought into alinement when the parts of the rod are arranged in position for use and through said alined passages is adapted to be inserted a clamping bolt, 6, on which is adapted to be screwed a clamping nut, 7, whereby said sections of the rod are tightly clamped or secured together.

On one end of each of the sections of the rod is formed an upwardly and laterally projecting outer rail engaging lug, 8, said lugs being provided on their upper sides with inwardly projecting flange engaging lips, 9. The rail engaging lugs 8 are adapted to be engaged with flanges on the outer side of the curved rail sections, as shown. The laterally projecting portions of the lugs, 8, are provided on their under sides with tongues, 10, which are adapted to be engaged with grooves, 12, formed in the upper side of the adjacent ends of the opposite sections of the rod, thereby forming an interlocking engagement between the laterally projecting portion of the lugs, 8, and the adjacent ends of the sections of the rod when the same are brought together into an operative position.

On the upper sides of the sections of the rod, adjacent to the grooved ends thereof, are formed upwardly and laterally projecting inner rail connecting lugs, 13. Said lugs being provided with outwardly projecting lips, 14, which are adapted to be engaged with the flanges on the inner sides of the curved track rails when the sections of the rod are brought together and applied to the rails. When the sections of bridle rod are thus brought together to an operative position, in engagement with the track rails, said rails will be securely clamped and held between the lugs, 8 and 13, and thus securely holding the rails against spreading in either direction.

On the upper side of each of the sections of the rod adjacent to its point of engagement by the laterally projecting portion of the lugs, 13, are formed upwardly projecting brace blocks, or lugs, 15, which serve to strengthen the lugs, 13, and to brace the same into engagement with the inner flanges of the rail. On the inner edges of each section of the rod is formed a laterally projecting lug, 16, which is adapted to be engaged with a notch or recess, 17, formed in the opposite section of the rod, whereby when said sections are brought together an interlocking connection is formed by the engagement of the lugs, 16, with the notches, 17, which serves to aid in holding the sections of the rod against longitudinal movement upon each other.

By forming the bridle rod in separable sections, as herein shown and described, said rod may be readily applied to and removed from the rails after the same have been laid, and will securely brace and bind the rails to-

gether, thus preventing all danger of the same being spread by the passing of heavily loaded trains.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention may readily be understood without requiring a more extended explanation.

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

1. A bridle rod for railway track rails composed of longitudinally-separable sections, each section having at one end an upwardly-projecting, inwardly-extending lug to engage the outer flange of a rail at one side of the track and at its other end with an upwardly-projecting, outwardly-extending lug to engage the inner flange at the opposite side of the track, and means for securing said sections together.

2. A bridle rod for railway track rails composed of longitudinally-separable sections having coacting rail-engaging lugs on the opposite ends thereof, the lugs on one section being extended laterally to engage the other section, and means for clamping said sections together.

3. A bridle rod for railway track rails composed of longitudinally-separable sections having coacting rail-engaging lugs on the opposite ends thereof, the lugs on one section being extended laterally and provided with means for interlocking with the means on the other section, and means for clamping said sections together.

4. A bridle rod for railway tracks consisting of longitudinally disposed separable sections, integral upwardly and laterally projecting rail engaging lugs formed on the opposite ends of said sections, the laterally projecting portions of said lugs being adapted to be engaged with the upper surface of the opposing section, means to brace said inner rail engaging lugs, a series of interlocking projections formed on said sections, and a clamping bolt to securely bind the latter together, substantially as described.

5. A bridle rod for railway track rails consisting of longitudinally disposed sections, an outer upwardly and laterally projecting rail engaging flange formed on one end of each of said sections, a flange engaging lip formed on the upper inner side of said lug, a tongue formed on the lower side of the laterally projecting portions of the same to engage a groove in the upper side of the adjacent ends of the opposing section, inner upwardly and laterally projecting flange engaging lugs formed on the opposite ends of said sections, the laterally projecting portions of said inner lugs being adapted to fit over upon the upper side of the opposing section, means to brace said laterally projecting portions of said lug when engaged with said opposing section of the rod, rail flange engaging lips formed on said lugs, laterally projecting locking lugs formed on the inner edges of said sections, said lugs being adapted to engage notches or recesses in the opposing sections of the rod when said sections are brought together, apertured lugs formed on the upper side of said sections, and a clamping bolt and nut adapted to be arranged in said apertured lugs to bind the sections of the rod together, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

HOWARD W. FREEMAN.

Witnesses:
J. HOWARD JONES,
K. V. LOWRY.