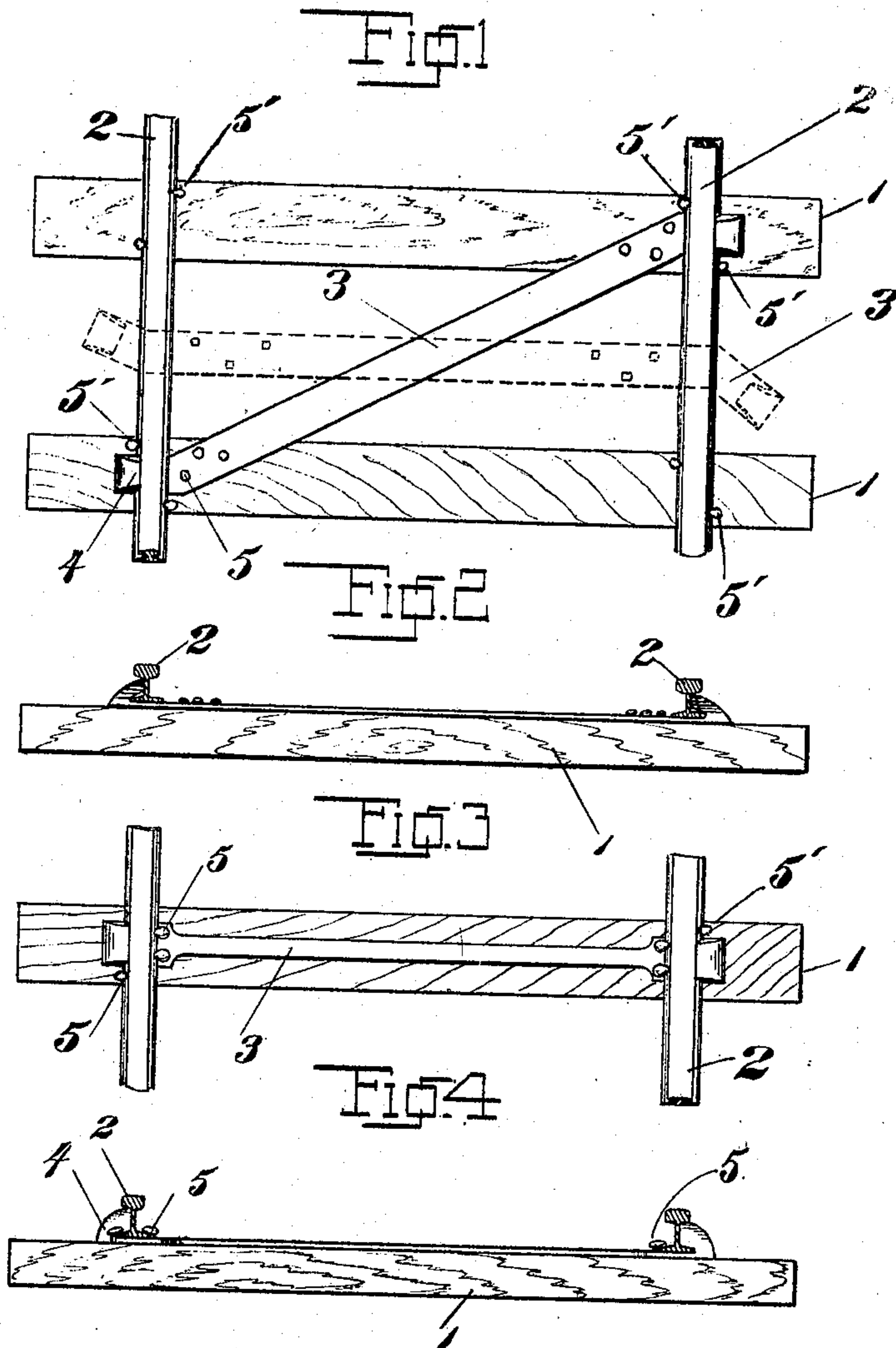


No. 858,861.

PATENTED JULY 2, 1907.

W. E. DUNN.
RAIL BRACE OR CLAMP.
APPLICATION FILED NOV. 7, 1905.



WITNESSES

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WILLIAM E. DUNN, OF BROOKLYN, NEW YORK.

RAIL BRACE OR CLAMP.

No. 858,861.

Specification of Letters Patent.

Patented July 2, 1907.

Application filed November 7, 1905. Serial No. 286,218.

To all whom it may concern:

Be it known that I, WILLIAM E. DUNN, a citizen of the United States, residing at Brooklyn, county of Kings, and State of New York, have invented certain new and useful Improvements in Rail Braces or Clamps; and I do declare the following to be a full, clear, and exact description of the invention, and such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form part of this specification.

The particular object of the present invention is to provide means for preventing the spreading or lateral displacement of the rails and insure the maintenance of a perfect gage in the railroad-tracks.

Figure 1 is a plan view illustrating one form of my improved clamp which is designed to be applied to the rails after they have been put in place. Fig. 2 is a side elevation of the same. Fig. 3 is a modified form designed to be applied to new rails as they are being laid. Fig. 4 is a side elevation thereof.

Referring to Fig. 1 which shows the clamp in two positions, the initial position being indicated in dotted lines and its positive gripping position being indicated in full.

The ties are indicated at 1, the rails at 2, both of which are of usual construction.

3 indicates the clamping bar having end jaws or clamping portions 4 formed integral therewith and adapted to fit under the base of the rail and over the outside rail flange so that the tongue of the jaw when forced to proper position will bear upon the web of the rail. Spikes 5 are driven through suitable holes provided in the clamping bar 3 into the tie 1, to rigidly hold the bar in gripping position. After the clamping bar has been forced to position I employ spikes 5' staggered in the usual manner to increase the rigidity of the rails.

In Fig. 3 the clamping bars 3 are specially formed to be applied to new rails or those that are to be laid, and consequently I form the clamping jaw 4 so that the contour of the tongue of the jaw will coincide with and snugly fit in the exterior space of the rail formed by

the base web and head of the rail thus completely enveloping the outside flange of the rails and insuring a substantial wearing and increased bracing surface. In this form holes are provided in the clamping bar 3 in proper relation to the rail so that the heads of the spikes when driven therethrough will clamp the inner flange of the rail.

It will be seen that the clamping bar 3 illustrated in Fig. 1 is made longer than that shown in Fig. 3, its main length being made at an angle to its end clamping portions for reasons that are obvious and is driven to place from the position shown in dotted lines to that shown in full lines, thus causing it to grip the rail snugly. The spikes 5 in this form are employed for merely fastening the bar to the tie. Of course they may be applied in the same manner as illustrated in Figs. 3 and 4, that is so that the heads of the spikes will overlap the inner flange of the rails.

The clamps may be formed some with jaws at reverse angles to others, so that the clamps instead of being parallel when in position, will be at an angle and brace one another.

It will be seen that by the use of my invention, the spikes are relieved of the outward pressure of the rails caused by the lateral or swinging motion of the cars, and consequently the necessity of drawing and redrawing the spikes to keep the proper gage in the tracks which is at present frequently required is eliminated.

Having thus described my invention, what I claim as new therein and desire to cover by Letters Patent is:

1. In combination with rails, a clamping bar formed of one piece, having end jaws formed at an angle to its main length, said jaws adapted to engage the flanges of said rails and spikes fastening said clamping bar in gripping position to prevent the lateral displacement of said rails.
2. In combination with rails, a clamping bar formed of one piece, having end jaws formed at an angle to its main length, the tongues of said jaws coinciding with the spaces formed by the outward flanges, webs and heads of said rails and spikes fastening said clamping bar in gripping position to prevent the lateral displacement of said rails.

WILLIAM E. DUNN.

Witnesses:

F. B. WELLER,
SADIE J. OLIPHANT.