

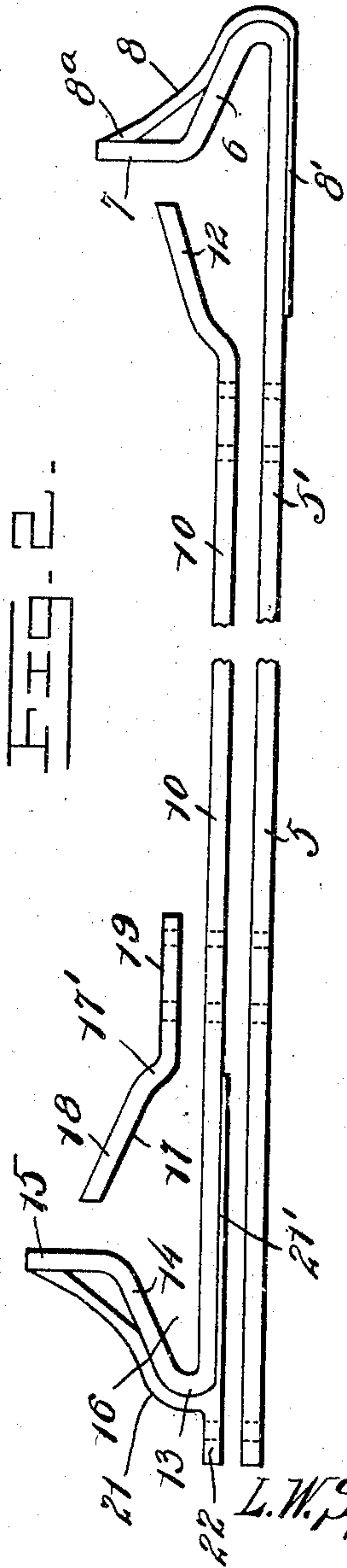
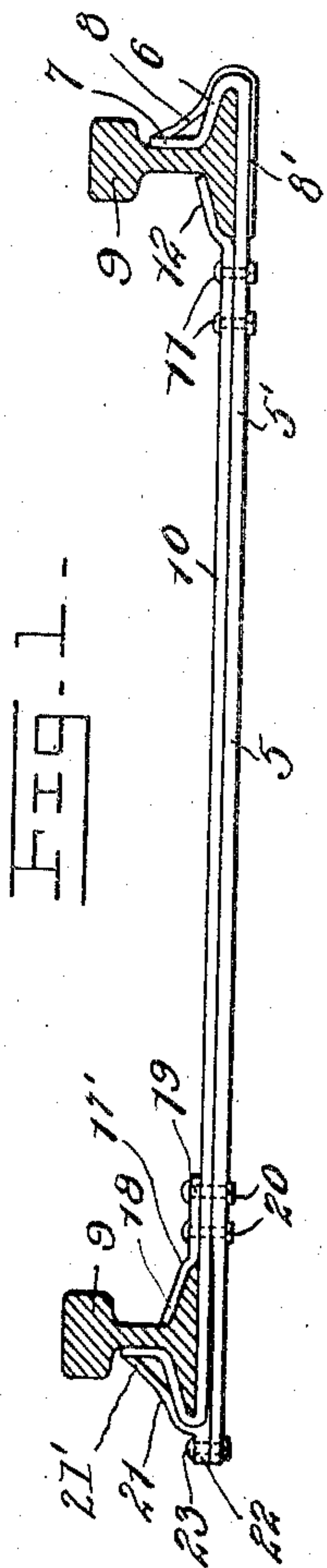
No. 865,320

L. W. SPRAGUE.

PATENTED SEPT. 3, 1907.

RAIL BRACE.

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Witnesses  
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# UNITED STATES PATENT OFFICE.

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## RAIL-BRACE.

No. 865,320.

Specification of Letters Patent.

Patented Sept. 3, 1907.

Application filed February 18, 1907. Serial No. 357,682.

To all whom it may concern:

Be it known that LOWZELLE W. SPRAGUE, a citizen of the United States, residing at Osakis, in the county of Douglas and State of Minnesota, has invented certain new and useful Improvements in Rail-Braces, of which the following is a specification.

This invention relates to rail roads, and more particularly to track braces, and has for its object to provide a brace which will hold the rails securely against spreading or other displacement.

Another object is to provide a brace which may be manufactured at a low figure, and which will be strong and durable.

Other objects and advantages will be apparent from the following specification and it will be understood that changes in the specific structure shown and described may be made within the scope of the claims without departing from the spirit of the invention.

In the drawings forming a portion of this specification and in which like numerals of reference indicate similar parts in the several views: Figure 1 is an elevational view of the present brace, the rails engaged therein being shown in section, Fig. 2 is a view similar to Fig. 1, showing the parts slightly separated to more clearly disclose their shape.

Referring now to the drawings, the present brace comprises a base plate 5, having one end portion turned upwardly and inwardly in spaced relation to the remainder thereof, as shown at 6, the extremity of the plate being turned to extend upwardly as at 7. A cast brace member 8 of yoke formation is engaged around this inwardly turned portion of the base plate, as shown, and has an end portion 8' engaged beneath the plate 5, and an end 8<sup>a</sup> which rests against the portion 7 of the plate. The space between the portion 6 of the base plate and the flat portion 5' thereof is arranged for the reception of one base flange of a rail, as shown, the rails being indicated in the drawings at 9.

A plate 10 is disposed upon the portion 5' of the base plate and is secured thereto by bolts 11 passing through them both. This plate 10 has an end portion adjacent to the portion 6 of the plate 5, which is offset upwardly from the latter as at 12 for engagement over one base flange of a rail which has its other base flange engaged between the portions 5' and 6 of the base plate. The opposite end portion of the plate 10 from the portion 12 is bent upwardly as at 13, then inwardly as at 14, and then upwardly as at 15, a space 16 being formed between the portion 14 and the flat portion of the plate 10 for the reception of one base flange of a rail, and a member 17' is provided for engagement over the other base flange of such a rail. This member 17 includes a central portion 17' and oppositely offset end portions, 18 and 19 the central portion extending at an angle to the

end portions. The end portion 19 is secured to the plate 10 by means of fastening devices passed there-through and through the plate 5, the end portion 18 lying in spaced relation to the plate 10 for engagement over the base flange of a rail, as just stated.

A brace member 21 similar to the member 8 is engaged around the portions 13 and 14 and beneath the flat portion of the plate 10, and has an end 21' resting against the portion 15, it being understood that the portions 15 and 7 rest against the webs of the rails. The member 21 has a projection 22 at its lower portion which receives therethrough a fastening device 23 engaged in the adjacent end of the base plate 5.

It will be seen from the foregoing that the present brace may be made from sheet metal, with the exception of the members 8 and 21, and that the brace may thus be cheaply produced.

What is claimed is.

1. A rail brace comprising a plate having an end portion formed for engagement over a base flange of a rail, a second plate disposed upon the first plate and having its end adjacent to the rail-engaging end of the first, plate bent for engagement over the base flange of a rail, the opposite end of the second plate being formed for engagement of the base flange of a rail, and a member disposed upon the second plate and arranged for engagement with the base flange of a rail, said member and plates being secured together.

2. A rail brace comprising a base plate, a plate disposed upon the base plate, an end of each plate being arranged for engagement with a single rail to hold the latter against movement, the other end of the second plate being also arranged for holding engagement with a rail, and a member disposed upon the second plate and arranged for engagement of a rail engaged by the second named end of said plate, said plates and member being secured together.

3. A rail brace comprising a base plate having an end bent upwardly and inwardly for engagement over the outer base flange of a rail said inwardly bent portion having an upwardly turned extremity for engagement of the web of a rail, a second plate disposed upon the first named plate and having its end remote from the bent end of the base plate turned upwardly and inwardly for engagement over the outer base flange of a rail, the inwardly turned portion having an extremity turned upwardly for engagement of the web of a rail, brace members engaged with the bent ends of the two plates and having portions extending therebeneath, the end of the second plate adjacent to the bent end of the base plate being offset upwardly for engagement over the inner base flange of a rail, a rail-engaging member comprising oppositely offset end portions and a connecting angular central portion disposed with an end portion upon the second plate and with its other end portion in position for engagement over the inner base flange of a rail, and fastening devices engaged in the member and the two plates.

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

LOWZELLE W. SPRAGUE.

Witnesses:

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