

A. F. W. PRELLE.
RAIL BRACE AND FASTENER.
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940,554.

Patented Nov. 16, 1909.

Fig. 1.

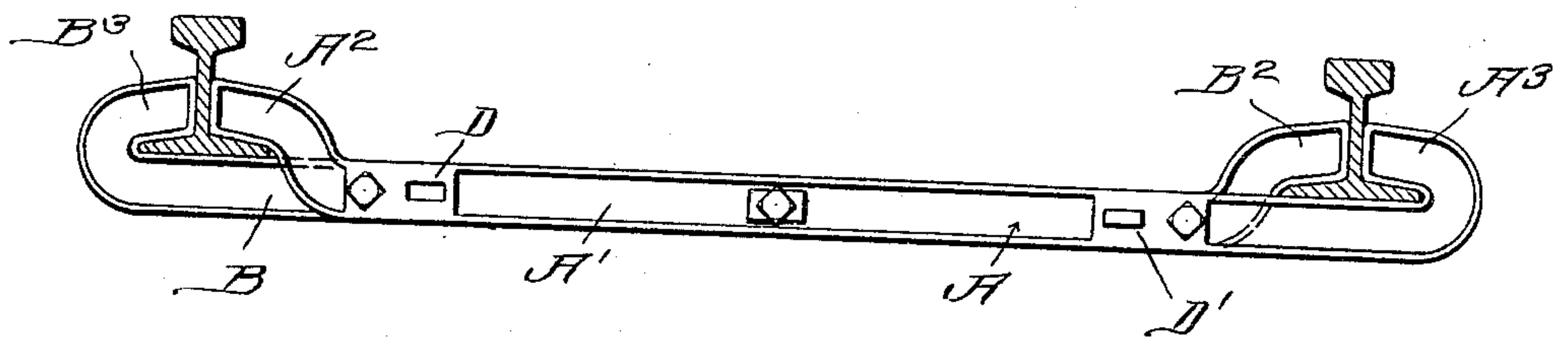


Fig. 2.

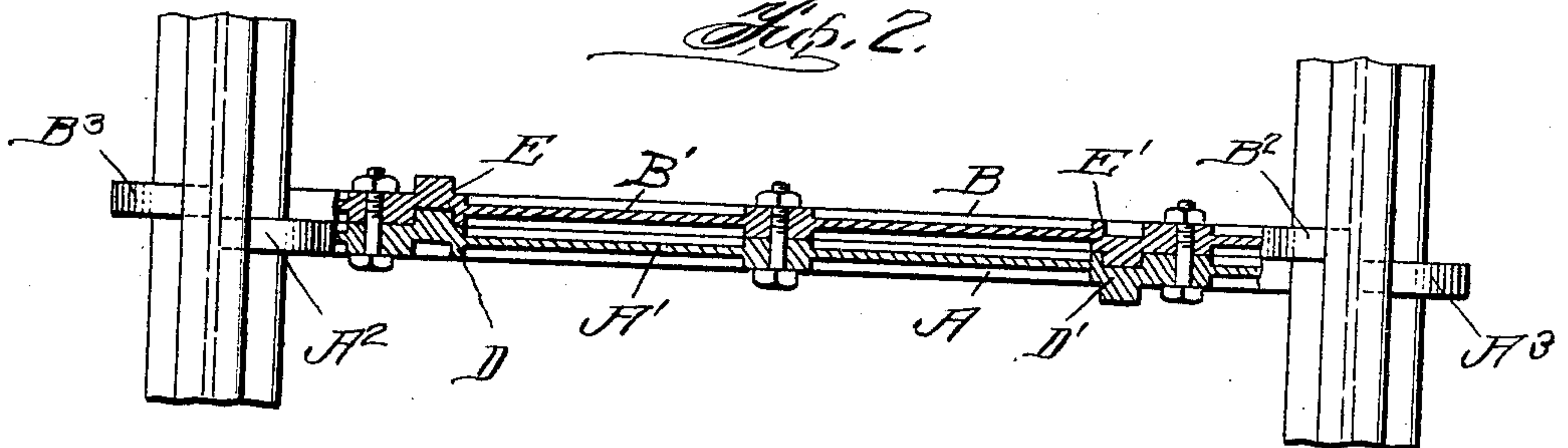


Fig. 3.

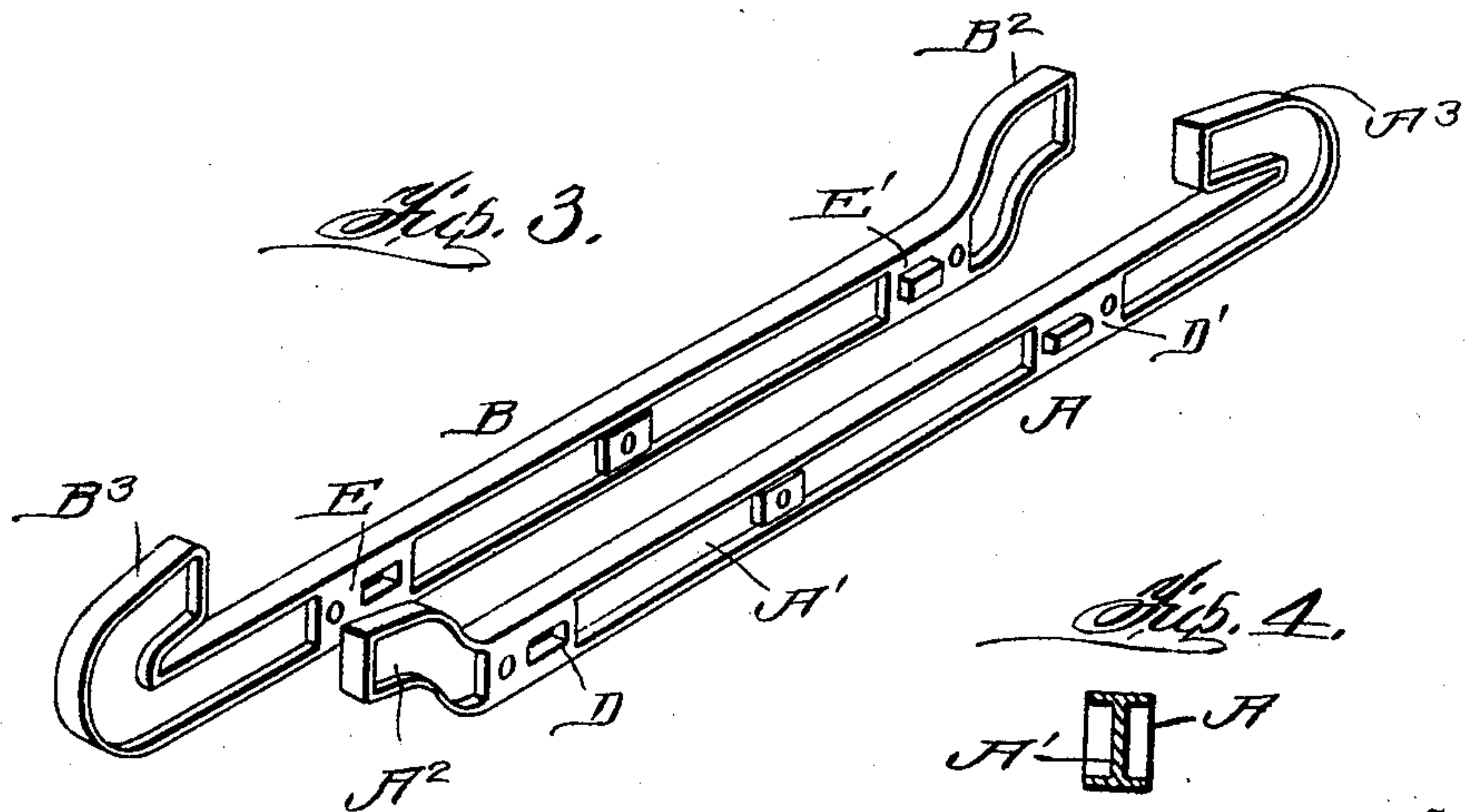


Fig. 4.



Witnesses.

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AUGUST F. W. PRELLE, OF BASSETT, NEBRASKA, ASSIGNOR OF ONE-THIRD TO O. E. WOODS, OF BASSETT, NEBRASKA.

RAIL BRACE AND FASTENER.

940,554.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, AUGUST F. W. PRELLE, a citizen of the United States, residing at Bassett, in the county of Rock and State of Nebraska, have invented a new and useful Improvement in Rail Braces and Fasteners, of which the following is a specification.

This invention relates to certain new and useful improvements on my rail brace filed August 19, 1908, Serial Number 449,323, allowed November 11, 1908, the object being to improve the general construction of the same whereby the members of the brace can be formed alike so that in placing the same in position on a rail there will be no right or left members thereby saving a great deal of time.

A still further object of the invention is to provide a brace which is reduced to form substantially I-shaped portions so as to reduce the weight of the same without increasing the strength to any extent.

A still further object of the invention is to provide a rail brace which is formed of two duplicate members each member being provided with a laterally projecting lug upon each side which is cut out to form a socket to receive the lug of the other member when placed side by side in position on the rails.

Figure 1 is a side elevation of my improved rail brace, showing the application of the same. Fig. 2 is a top plan view of the same. Fig. 3 is a perspective view of my improved rail brace the members being separated. Fig. 4 is a detail section through one of the members.

In carrying out my improved invention I employ a pair of duplicate members A and B which are formed preferably of iron bars having reduced portions A' and B' forming substantially I-shaped bars so as to reduce the weight of the same. The bars are provided with angled inner ends A² and B² and hooked outer ends A³ and B³ adapted to fit over the bases of the rails as will be herein-after fully described. The solid portions of the bars are provided with laterally projecting hollow lugs D and D', E and E' upon opposite sides forming sockets and projections which are adapted to interlock when the bars are placed side by side and forced together and the solid portions are provided with bolt openings through which bolts are

adapted to pass for securing the members together and arranged centrally to each bar is a solid portion which is provided with an opening through which a bolt is adapted to pass so that all danger of the bars spreading or moving in any way is prevented. It will be seen that by this arrangement the bars can be placed together without matching up so that a great deal of time is saved and at the same time when placed in position they will be securely held together over the bases of the rails so as to brace the same.

In applying my improved invention upon the rail the hooked ends are first placed over the bases of the rails from the outside and then forced inwardly until the angled ends engage the web of the rail and by forcing the bars together the laterally projecting lugs of one member will fit in the sockets formed by the lugs of the other member so that all danger of the same moving is prevented and after they have been placed in this position the bolts are forced through the openings and secured by nuts in the ordinary manner, so that all danger of the bars separating is prevented.

From the foregoing description it will be seen that I have provided a rail brace which is formed of a pair of duplicate members each member being provided with laterally projecting hollow lugs forming sockets and projections which are adapted to interlock when placed together which enables the readily placing of the bars together without matching up the bars.

What I claim is:—

1. A rail brace comprising a pair of duplicate bars provided with laterally projecting hollow lugs upon opposite sides forming sockets and projections adapted to interlock when placed together, bolts extending through said bars said bars being provided with hooked outer ends and angled inner ends adapted to fit over the bases of the rails.

2. A rail brace comprising a pair of duplicate bars, each bar having an angled end and a hooked end and having an I-shaped cross section, laterally projecting lugs formed upon opposite sides of each of said bars, said lugs having sockets formed therein adapted to receive the lugs of the adjacent bar when said bars are secured side by side.

3. A rail brace comprising a pair of duplicate bars having hooked outer ends and angled inner ends adapted to fit over the bases of the rails, said bars having I-shaped
5 cross sections and laterally projecting hollow lugs formed upon opposite sides of each of said bars, adapted to fit one within the

other when said bars are arranged side by side and bolts for securing said bars together.

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Witnesses:

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