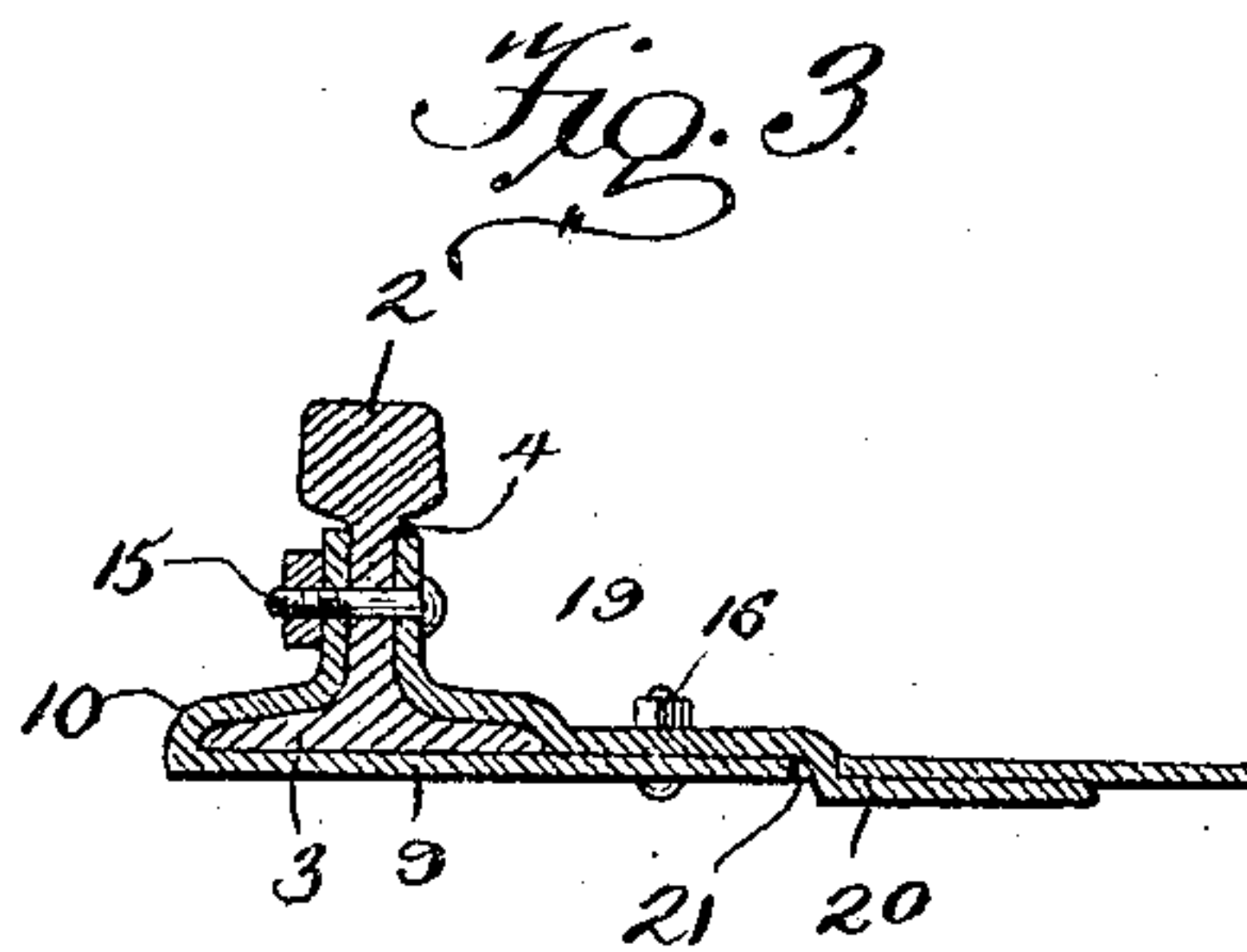
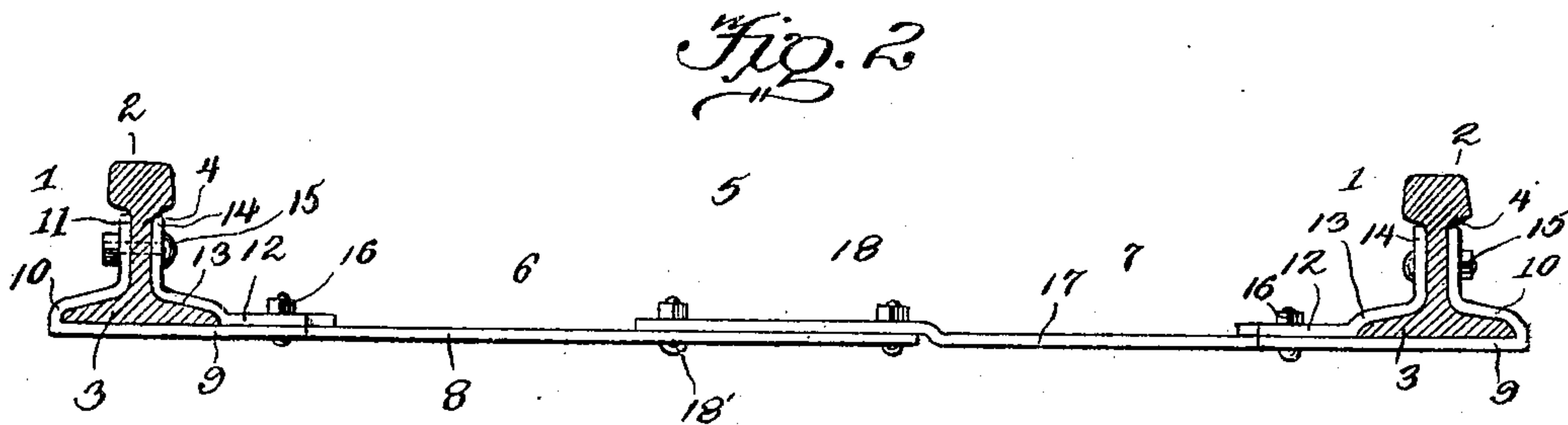
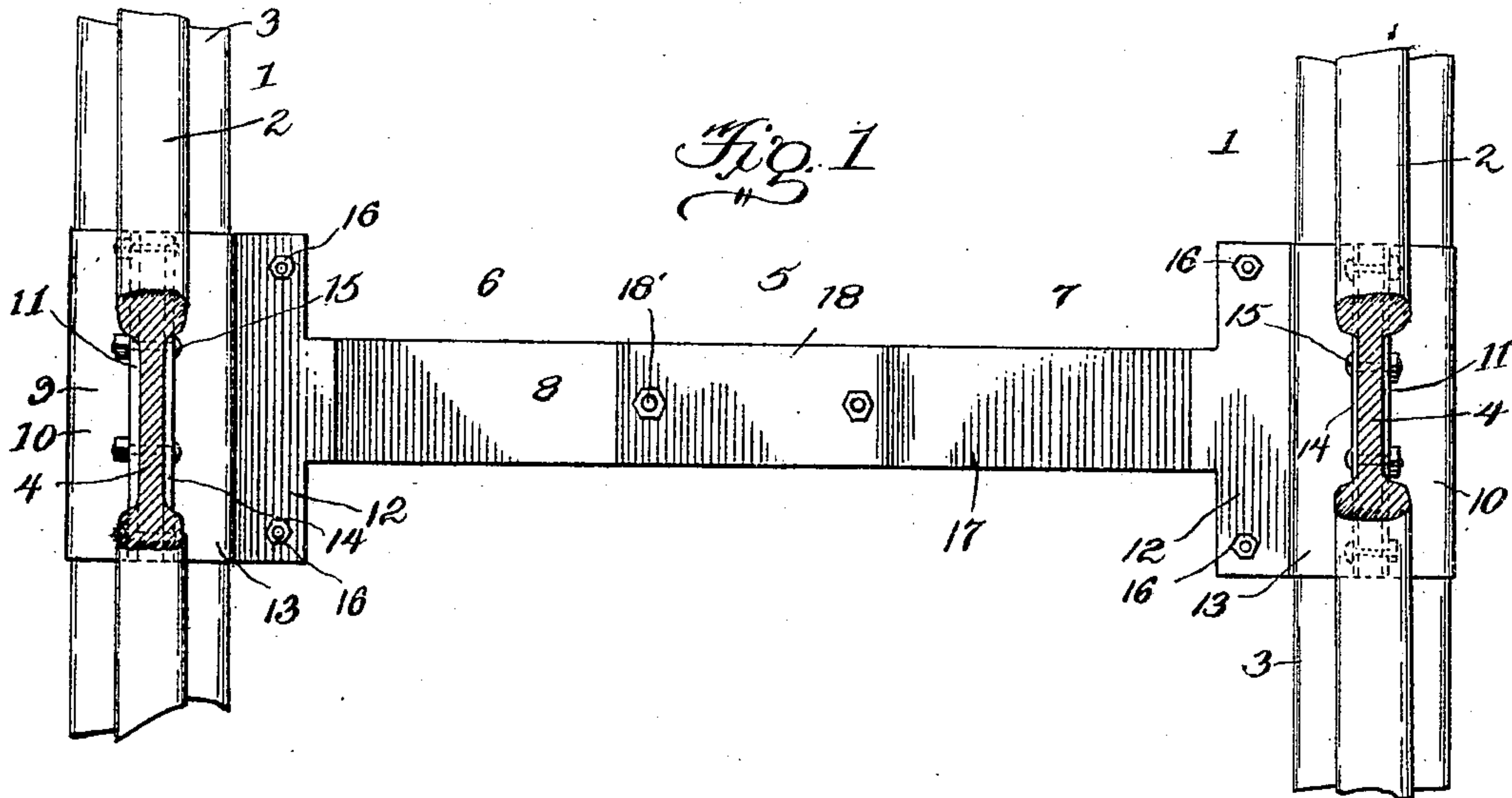


O. J. VAN BIBBER.
RAIL BRACE OR CLAMP.
APPLICATION FILED AUG. 5, 1910.

979,230.

Patented Dec. 20, 1910.



Witnesses
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OSCAR J. VAN BIBBER, OF OSWEGO, KANSAS.

RAIL BRACE OR CLAMP.

979,230.

Specification of Letters Patent. Patented Dec. 20, 1910.

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To all whom it may concern:

Be it known that I, OSCAR J. VAN BIBBER, a citizen of the United States, residing at Oswego, in the county of Labette and State of Kansas, have invented new and useful Improvements in Rail Braces or Clamps, of which the following is a specification.

This invention relates to braces for railway rails, and the object of the invention is to provide simple and effective means for preventing the spreading of the rails.

Another object of the invention is to provide a device of this class which comprises few parts, which is simple and cheap in construction, and which will perform the functions for which it is intended with ease and with accuracy.

With the above, and other objects in view, which will appear as the description progresses, the invention resides in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a top plan view of a device constructed in accordance with the present invention showing the same attached to a pair of railway rails. Fig. 2 is a side elevation of the same. Fig. 3 is a longitudinal sectional view of a modified form of the device.

In the accompanying drawings the numerals 1 designate the rails. These rails are constructed in the ordinary manner comprising a head 2, base flange 3 and web 4.

The numeral 5 designates the improved brace. This brace is primarily adapted to be employed between the ties for the rails, as illustrated in Fig. 1 of the drawings and comprises a pair of sections designated by the numerals 6 and 7. The member 6 has its central or body portion 8 composed of a strip of suitable metal and its end or rail engaging member enlarged so as to provide a rectangular member 9 which extends a suitable distance from each edge of the body. The outer extremity of the member 9 is bent upon itself as at 10 so as to provide, what may be termed an overlying flange for one side of the flange 3 of the rail 1. The overlying flange 10 is further provided with a vertical or upright extension 11, the same being adapted to contact the under face of the ball of the rail and to lie snugly against the web 4 thereof.

The numeral 12 designates the clamp employed in connection with this member. This clamp 12 has its body portion of a

width corresponding with the enlargement 9 and the said clamp comprises a horizontally straight body portion having an upturned horizontally arranged longitudinally extending portion 13, the same being of a width corresponding with the base flange upon this side of the rail. The said horizontal portion 13 is further provided with a vertically extending member 14 and this member is adapted to have its upper edge underlie the ball of the rail and its face engage the inner web of the rail. Both the vertical members of the clamp and the brace are provided with openings alining with similar openings in the webs of the rail and the said openings are adapted for the reception of securing elements 15.

The horizontal member of the clamp is secured to the enlarged portion adjacent both edges of the body portion of the clamp through the medium of suitable securing elements 16 so as to avoid weakening the said body member. The second brace member is almost of a similar structure to that heretofore described excepting that its body portion 17 is offset as at 18 so as to overlie the body portion of the first member, and both of the members are securely connected through the medium of suitable bolts and nuts designated by the numeral 18'.

In the detail sectional view illustrated in Fig. 3 of the drawings the clamp member 19 is provided with a downwardly projecting centrally arranged tongue 20, and the latter is adapted to be received within an opening 21 provided in the body of one of the brace members. The edges of the said clamp member are secured adjacent the edges of the enlarged portions of the brace as in a manner heretofore described.

From the above description, taken in connection with the accompanying drawings, it will be noted that I have provided an extremely simple and thoroughly effective device for the purpose intended, and while I have illustrated and described the preferred embodiment of the improvement, as it now appears to me, changes in minor details of construction, within the scope of the following claim may be resorted to if desired.

Having thus fully described the invention, what I claim as new is:—

In a device for the purpose set forth, a brace for railway rails comprising a reduced longitudinally extending body portion and an enlarged rectangular end portion inte-

grally formed with the body portion, the
outer edge of the said enlarged portion be-
ing bent upon itself to provide a flange
adapted to overlie the base flange of the rail,
5 the said overlying flange being integrally
formed with a vertical projection, the body
of the brace adjacent the enlargement there-
of being provided with a recess, a clamp for
the enlarged portion of the brace, said clamp
10 being centrally provided with a tongue adapt-
ed to engage the recess of the body, said
clamp being further provided with a hori-
zontal longitudinally extending offset portion
adapted to engage the base flange upon this

side of the rail, the said overlying portion 15
being further provided with a vertical por-
tion, means for connecting the vertical por-
tions of the clamp and brace to the webs of
the rails, and means for connecting the
clamp to the enlarged portion of the rails 20
adjacent the reduced or body portion thereof.

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

OSCAR J. VAN BIBBER.

Witnesses:

WILLIAM H. BARRON,
J. E. HANIGAN.