J. W. BLOWER.

TRACK CONNECTION.

APPLICATION FILED OCT. 6, 1910.

999,743. Patented Aug. 8, 1911.

Fig. 1

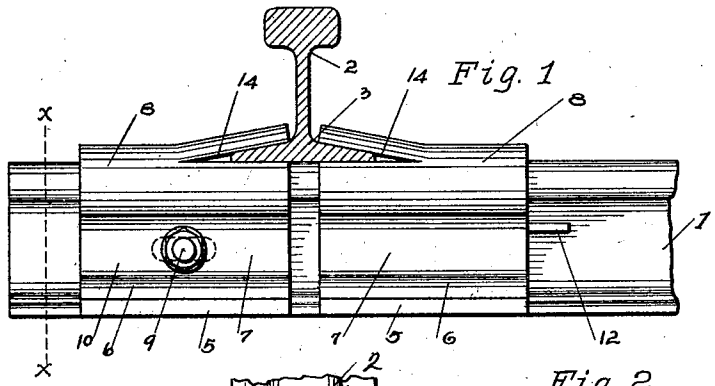


Fig. 2

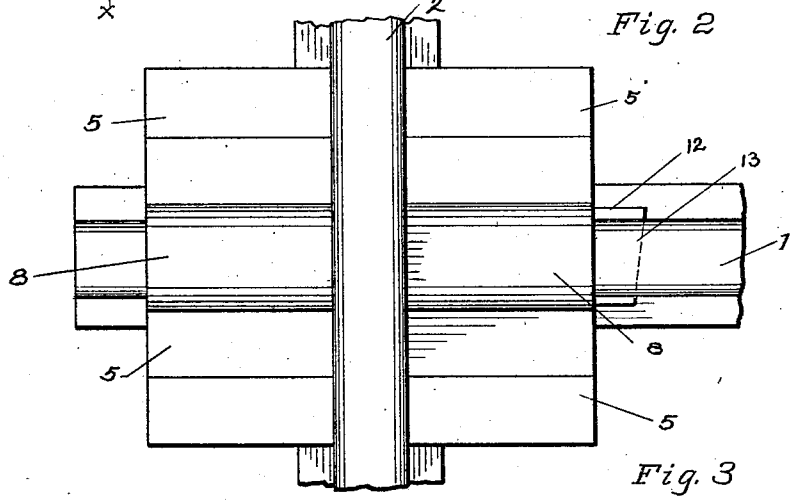
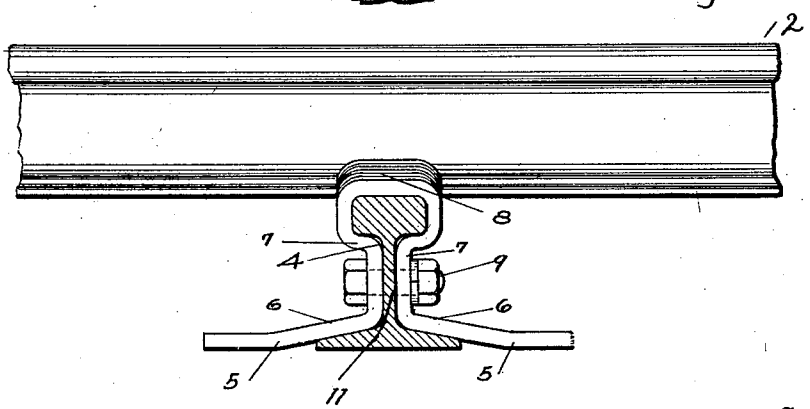


Fig. 3



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TRACK CONNECTION.

999,743. Specification of Letters Patent. **Patented Aug. 8, 1911.**

Application filed October 6, 1910. Serial No. 585,575.

To all whom it may concern:

Be it known that I, JOSEPH W. BLOWER, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Track Connections, of which the following is a specification.

This invention relates to certain novel and useful improvements in track connections and has particular application to an improved means for connecting the track rails to metallic railway or cross ties.

In carrying out my invention, it is my purpose to provide an improved connection of the type referred to, whereby the rail will be securely and firmly held in position relative to the cross tie.

Still a further object of my invention is to provide an improved connection, embracing the desired features of simplicity and durability and one wherein certain adjustment may be made to locate the track rail properly on the tie.

With the above recited objects and others of a similar nature in view, my invention consists in the construction, combination and arrangement of parts set forth in and falling within scope of the appended claims.

In the accompanying drawings—Figure 1 is an end view of a section of trackway embodying my improvements, the rail being shown in cross section and the tie and connection in elevation, Fig. 2 is a top plan view showing the application of the connection to the rail and cross tie, and, Fig. 3 is a view taken on the line *x*—*x* of Fig. 1.

Referring now to the accompanying drawings in detail, the numeral 1 designates a metallic cross tie, which may be of any suitable form and is preferably made of a section of track rail or the like. Extending across the tie is the ordinary track rail 2, the base 3 of which rests upon the tie and is adapted to be held in position by the connection or fastening device hereinafter described. In the present instance, I employ two of these connecting devices, one for each side of the rail, but as they are similar in construction, a description of one will suffice for both. The main body portion of the connection is in the form of a metallic strap indicated as an entirety by the numeral 4, this metallic piece having its end portions extending outwardly to form bearing surfaces as shown at 5, the strap then being inclined upwardly as at 6 to conform to the contour and rest upon the upper surface of the base flange of the tie, and is then bent vertically as at 7 to lie against the vertical web of the tie, the central portion of said strap then extending over and conforming to the contour of the ball of the tie, as is shown at 8.

In order to secure the connecting device in position, I provide a bolt 9, which extends through the elongated slot 10 in the connection, said bolt also passing through an opening 11 in the web of the tie. By this means the connection may be adjusted toward and from the rail the desired distance. I wish it to be understood, however, that I do not limit myself to this particular method of fastening one or both of the connections, as I may use an ordinary bolt or rivet to rigidly and non-adjustably secure the connection or clip in place. I preferably also fasten but one of the connections in the manner just described, for the opposite clip or connection may be secured in position as shown in Figs. 2 and 3, that is, through the medium of the wedge 12, which is driven through a slot 13 in the web of the tie, the edge of the wedge bearing against the connection and forcing the same into locking position.

By referring to Fig. 1, it will be seen that the top of the clip or connecting strap is split a considerable portion of the distance, as is shown at 14, the base web of the rail entering the slits or split portion of the connection, so that the latter may firmly grip and retain the rail relative to the cross tie.

It will be noted that I have provided an exceedingly simple yet efficient form of connection, and one whereby the rail is rigidly and firmly secured in position on the ties. It will also be noted that by this connection, metallic rails may be connected to metallic ties and the latter may be of any form, as stated, such as sections of old railway rails.

While I have herein shown and described one particular embodiment of my invention, and a particular form of fastening device, I wish it to be understood that I do not limit myself to all the precise details of construction herein set forth by way of illustration, as modification and variation may be made without departing from the spirit of the invention or exceeding the scope of the claims.

What I claim, is—

1. The combination with a metallic cross tie and a track rail resting thereon, of means

for securing said rail to the tie comprising a metallic strap member bent intermediate its length to embrace the ball and both sides of the web of the rail, the ends of said strap extending over the upper surface of the base of the tie, and devices for fastening said connection to the tie.

2. The combination with a metallic tie, of a rail resting thereon, and means for connecting said rail to the tie, said means comprising two members, one at each side of the rail, each member comprising a strap bent intermediate its length to embrace the ball at both sides of the web of the tie, the end sections of each member diverging outward and being adapted to embrace the top of the base of the tie, a bolt passing through the web of the rail and the adjacent sections of one of the members for fastening the latter in position, and a wedge driven through the web of the tie and bearing against the opposite member for fastening the latter in position.

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

JOSEPH W. BLOWER.

Witnesses:
JOSEPH P. EAGLESON,
R. B. CAVANAGH.