

J. W. BLOWER.
RAILWAY TRACK CONSTRUCTION.
APPLICATION FILED JAN. 17, 1910.

956,880.

Patented May 3, 1910.

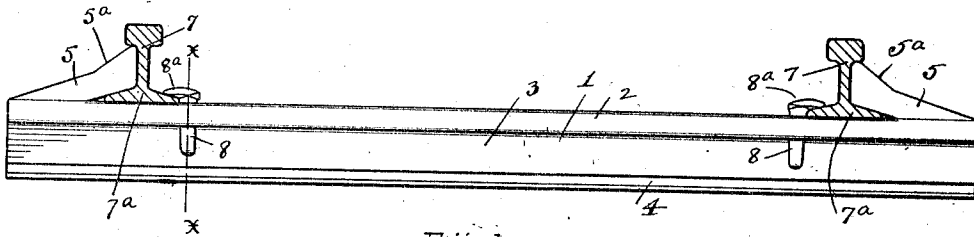


Fig. 1.

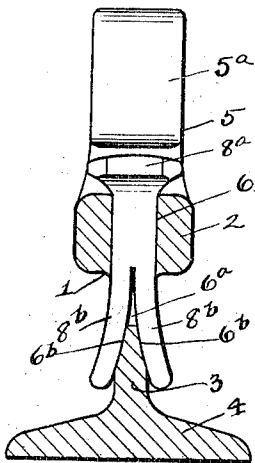


Fig. 2.

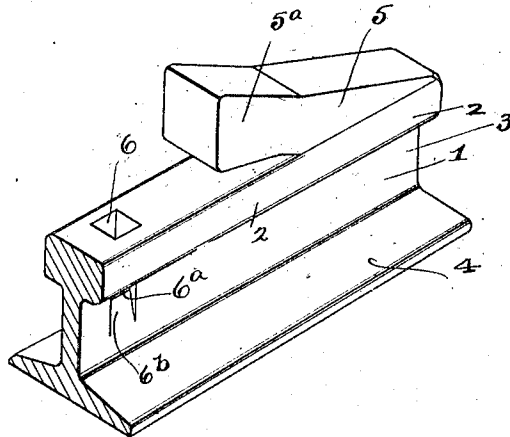


Fig. 4.

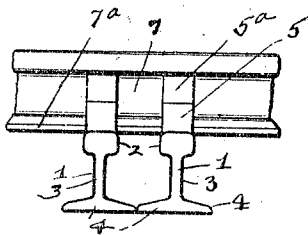


Fig. 5.

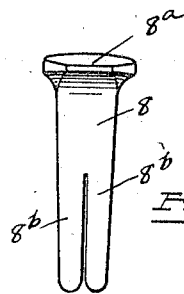


Fig. 3.

Witnesses

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RAILWAY-TRACK CONSTRUCTION.

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Specification of Letters Patent.

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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 Railway-Track Construction, of which the following is a specification.

My invention relates to the improvement of railway track construction and the objects of my invention are to provide a substantial and durable railway track construction which will admit of ordinary track T-rails being employed as ties; to so support and retain the track rails upon the ties as to insure the retention of the track rails in their proper positions with relation to each other and the ties; to obviate any tendency of the track rails toward spreading or losing their proper gage and to produce other improvements the details of which will be more fully pointed out hereinafter. These objects I accomplish in the manner illustrated in the accompanying drawing, in which—

Figure 1 is a transverse section of a railway track having my improved construction, Fig. 2 is an enlarged sectional view on line *x-x* of Fig. 1 with the track rail removed, Fig. 3 is a detail view in elevation of one of the locking pins, Fig. 4 is a detail view in perspective of a tie end having my improved construction, and, Fig. 5 is a side elevation of a portion of one of the track rails showing the manner of supporting the same on two adjacent ties.

Similar numerals refer to similar parts throughout the several views.

In carrying out my invention, I preferably employ ties of the character indicated at 1 and the bodies of which are formed of ordinary railway track sections of the usual T form. Of the tie thus employed, 2 represents the usual tread or ball of the rail, 3 the central vertical web and 4 the flanged base. In preparing one of the rail sections 1 for use as a tie, I weld to the upper side of each end thereof, the under side of the outer portion of a brace bar or track rail engaging member 5. The inner end portion 5^a of the engaging member 5, is inclined upwardly from its welded lower face and the forward upwardly inclined extension thus formed, is of such height and outline as to permit of its inner-end bearing against the outer face of the web of an adjoining track rail and fill the space between the tread of said track rail

and the base thereof. Upon the inner side of each of the members 5 at the proper distance therefrom, I form vertically through the tread 2 of the rail an opening 6, which is continued downward into the comparatively thin web 3 in the form of a slotted opening 6^a, the face of the web on each side of the base of said slotted opening, being inclined or beveled as indicated at 6^b.

In constructing a railway by my improved method, the ties are laid transversely of the braced ties in the usual manner and the usual T track rails such as are indicated at 7, are mounted with their flanged bases 7^a upon the upper sides of the ties in such position that the base flange of each of the track rails will enter the recess formed beneath the extended portion 5^a of the brace member 5. When in this position, it will be observed that the head or end of the extension 5^a will bear against the outer face of the central web of the track rail section and between the head or laterally extending tread portion of said rail and its base, said track rail thus being held against upward or outward movement. In order to complete the locking of the track rail in this position, I insert through the opening 6 and into the continuation thereof, a locking pin such as is indicated at 8, said pin having a laterally extended spike head 8^a which is adapted to embrace the upper side of the inner base flange of the track rail and the body of the pin having its lower portion split centrally and vertically to form two separated members 8^b, the rounded lower ends of which when forced into contact with the bottom of the slotted opening 6^a of the web, spread outwardly in the manner indicated more clearly in Fig. 2 of the drawing, thus locking the pin against voluntary upward movement.

By the construction and operation described, it will readily be understood that simple although reliable means are provided for holding a track rail in its proper position on a tie rail of the construction described. It is obvious that the members 5, the outer portions of which are welded to the tie rail, will serve to effectually brace the outer sides of the rails, thus obviating any tendency of the rails to spread one from the other or to lose their proper gage.

Although the herein described ties may be placed on the trackway after the manner of laying ordinary wooden ties, it will be un-

derstood that to more effectively brace the rails and to provide an increased bearing therefor when desired, two of the ties may be arranged as indicated in Fig. 5 of the drawing, that is, with their bases adjacent to each other.

From the foregoing description, it will be seen that simple and efficient means are herein provided for accomplishing the objects of the invention, but while the elements shown and described are well adapted to serve the purposes for which they are intended, it is to be understood that the invention is not limited to the precise construction set forth, but includes within its purview such changes as may be made within the scope of the appended claim.

What I claim, is—

In a railway construction, the combination with a tie body comprising a section of track rail, a brace member welded to the upper side of said tie at each end thereof, said

brace member having an inwardly extending and upwardly inclined portion, said tie rail having a pin receiving opening formed through its head portion and extended into its web, of a track rail of T form having a flanged base as shown, said track rail adapted to be supported upon said tie and to have one of its flanges engage the recess beneath the inwardly extending portion of said tie brace member, and a locking pin adapted to be driven into said tie opening, said pin having an enlarged head adapted to engage the inner flange of the base of the adjacent track rail, and said pin being adapted to be spread by its engagement with the web portion of the tie rail.

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

JOSEPH W. BLOWER.

Witnesses:

A. L. PHELPS,
E. V. GRISWOLD.