June 22, 1926.

1,589,932

A. E. BLOSS

RAIL TIE AND FASTENING

Filed Nov. 25, 1924

Fig. 1.

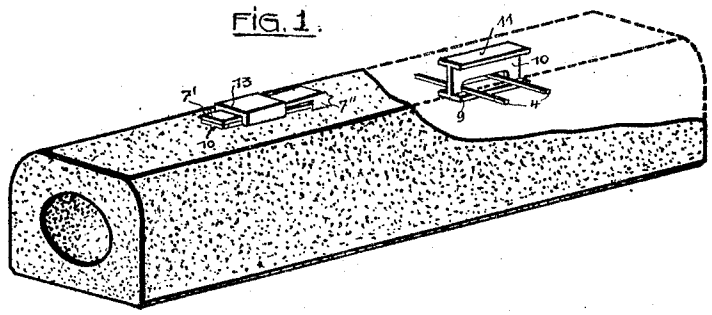


Fig. 2.

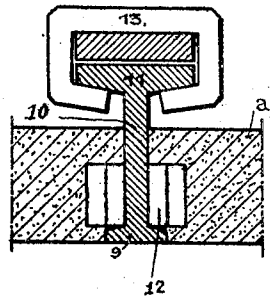
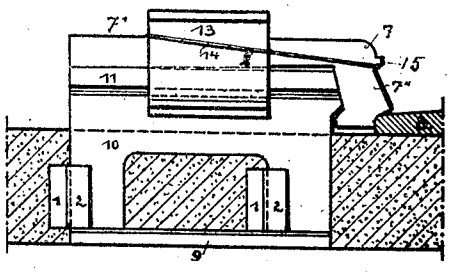


Fig. 3.



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by
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UNITED STATES PATENT OFFICE.

ADOLF ERNST BLOSS, OF DRESDEN, GERMANY.

RAIL TIE AND FASTENING.

Application filed November 25, 1924, Serial No. 752,129, and in Germany November 30, 1923.

My invention refers to a rail tie and to means whereby the rail can be fastened on the tie in a particularly simple and efficient manner.

According to this invention two brackets of double-T-section are partly embedded in the top wall of a preferably hollow concrete tie and the projecting flanges of the brackets are utilized for fastening the rails on the tie by clamping, a pair of such brackets being preferably provided for each tie.

In the drawings accompanying this specification and forming part thereof, a device embodying my invention is illustrated diagrammatically by way of example.

In the drawings—

Fig. 1 is a perspective view, partly showing the tie as if it were transparent, while Figs. 2 and 3 are a cross-section and a longitudinal section respectively, drawn to a larger scale.

Referring to the drawings, 1 is a hollow concrete tie and 16, 16′ are two brackets of double T-section which are embedded in the top wall of the tie with the thin bases flush with the lower surface of the top wall while their upper flange 11 projects beyond tie. The brackets are secured by transverse steel bars 4, 4′ and provided with wings 12 which counteract lateral forces. The flange 11 is beveled at the end facing the rail as shown at 11′ in Fig. 3. This beveled face is engaged by a corresponding face on the inner side of a short arm 7″ of an angular clip. The longer arm 7′ is placed on the top of the flange 11 and held thereon by a clamp 13. The shorter arm 7″ is adapted to engage the rail base 8. The clamp 13 is placed over the upper flange 11 and driven towards the rail. The cooperating faces of the clamp 13 and the flange 11 are preferably so arranged that in driving the clamp the longer arm 7′ of the clip is forced down on the top flange 11 by wedge action. The clamp 13 is secured in position after having been driven home by a wire 14 which is slung around the clamp and engages below a projection 15 on the shorter arm 7″ of the clip. The thickness of the shorter arm 7″ may be varied to provide for an extension of the gauge.

I wish it to be understood that I do not desire to be limited to the exact details of construction shown and described, for obvious modifications will occur to a person skilled in the art.

I claim:—

1. Rail tie and fastening comprising a hollow concrete tie, a double-T-shaped bracket partly embedded in the top wall of said tie with the bottom flange substantially flush with the underside of said wall, an angular clip one arm of which rests on the top flange of said bracket, while the other arm abuts against an end face thereof, and a clamp embracing said top flange and an arm resting thereon.

2. Rail tie and fastening comprising a hollow concrete tie, a double-T-shaped bracket partly embedded in the top wall of said tie with the bottom flange substantially flush with the underside of said wall, said bracket being formed with a beveled face at one end, an angular clip one arm of which rests on the top flange of said bracket, while the other arm abuts against said beveled face thereof, and a clamp embracing said top flange and an arm resting thereon.

In testimony whereof I affix my signature.

ADOLF ERNST BLOSS.