(No Model.)

J. T. FEINDEL.

TIE DOG FOR RAILROAD RAILS.

No. 496,254. Patented Apr. 25, 1893.

Fig: 1.

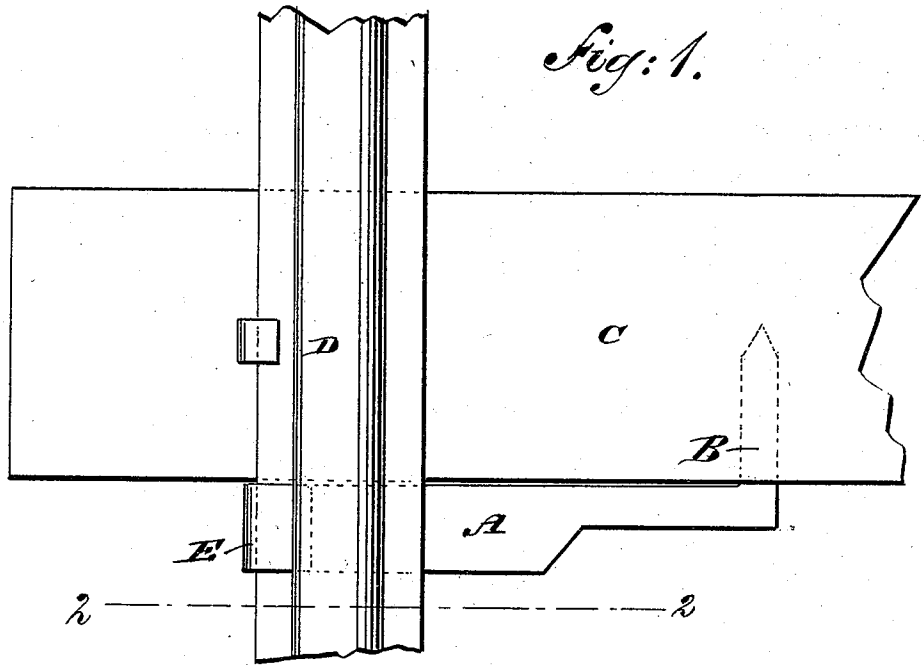
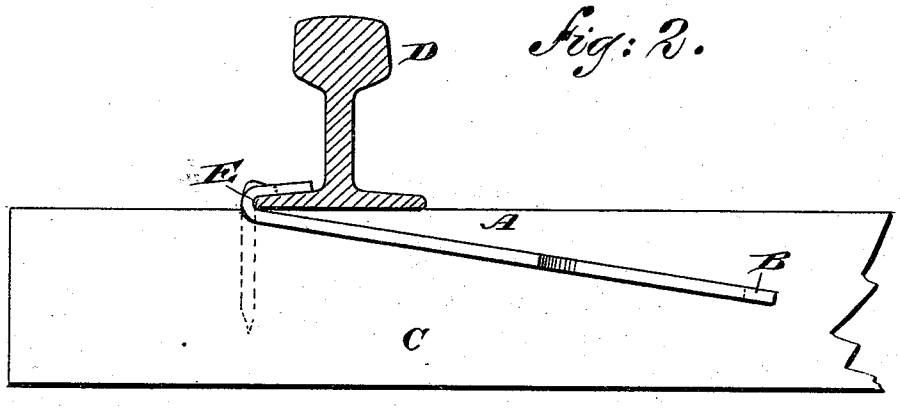


Fig: 2.



WITNESSES:

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TIE-DOG FOR RAILROAD-RAILS.

SPECIFICATION forming part of Letters Patent No. 496,254, dated April 25, 1893.

Application filed August 29, 1892. Serial No. 444,392. (No model.)

To all whom it may concern:

Be it known that I, JOHN T. FEINDEL, of Somerville, in the county of Somerset and State of New Jersey, have invented a new and Improved Tie-Dog for Railroad-Rails, of which the following is a full, clear, and exact description.

My invention relates to a tie-dog for railroad rails, and has for its object to provide a dog capable of being attached to a sleeper and which will serve to prevent a rail from leaving the place upon the sleeper designed for it, and thus serving to prevent the rails from spreading, and maintaining an even gage throughout the length of the track.

The invention consists in the novel construction of the device, as will be hereinafter fully set forth and pointed out in the claim.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a plan view of one of the dogs applied to a rail; and Fig. 2 is a section taken practically on the line 2—2 of Fig. 1.

The dog is preferably made of one piece of metal, and comprises a body A, which may be of any desired shape; in the drawings it is shown rectangular in cross section, and of greater width at one end than at the other, but if in practice it is found desirable the body may be of the same width throughout its length. At one end of the body, which is to be in practice the inner end, an arm B, is formed, standing at a right angle to the body, which arm is shaped essentially as a spike, as it is to be driven into the sleeper C upon which the rail D is laid. The arm B, is projected from the side edge of the body, and at the opposite end of the body a claw E, is produced, which claw preferably constitutes an integral portion of the body, and when so made the claw is bent upward, then inward over the top surface of the body, and the under face of the claw is then shaped to conform to the upper surface of the rail flange, as shown in Fig. 2. Therefore, the claw stands more or less at an obtuse angle to the body.

In operation, after the rails have been laid upon the sleepers, the flanges of the rails are engaged by the claws E of any desired number of dogs, and the dogs are passed beneath the bottoms of the rails to a point between the rails of a track, and their spike arms B, are thereupon driven in one side surface of the sleeper adjacent to which they are located.

It is obvious that this device is not only simple, durable and economical in construction, but it may be expeditiously and conveniently applied to tracks while being laid or after they have been laid; and the rails are so fastened to the sleepers that they are effectually prevented from spreading apart and departing from the proper gage; and as the major portion of the dogs is located alongside of the sleepers below the top surfaces thereof the said portions of the devices are concealed by the ballast of the road, and the claws E only are visible or exposed.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

As an improved article of manufacture the tie dog for railroad rails the same consisting of the body portion having the claw E at one end for engaging the outer flange of a rail and at the other end the spike arm B, which projects laterally to adapt it to enter a tie, as shown and described.

JOHN T. FEINDEL.

Witnesses:
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