No. 697,904. Patented Apr. 15, 1902.

A. WEBB.

RAILWAY.

(Application filed Oct. 2, 1901.)

(No Model.)

Fig. 1.

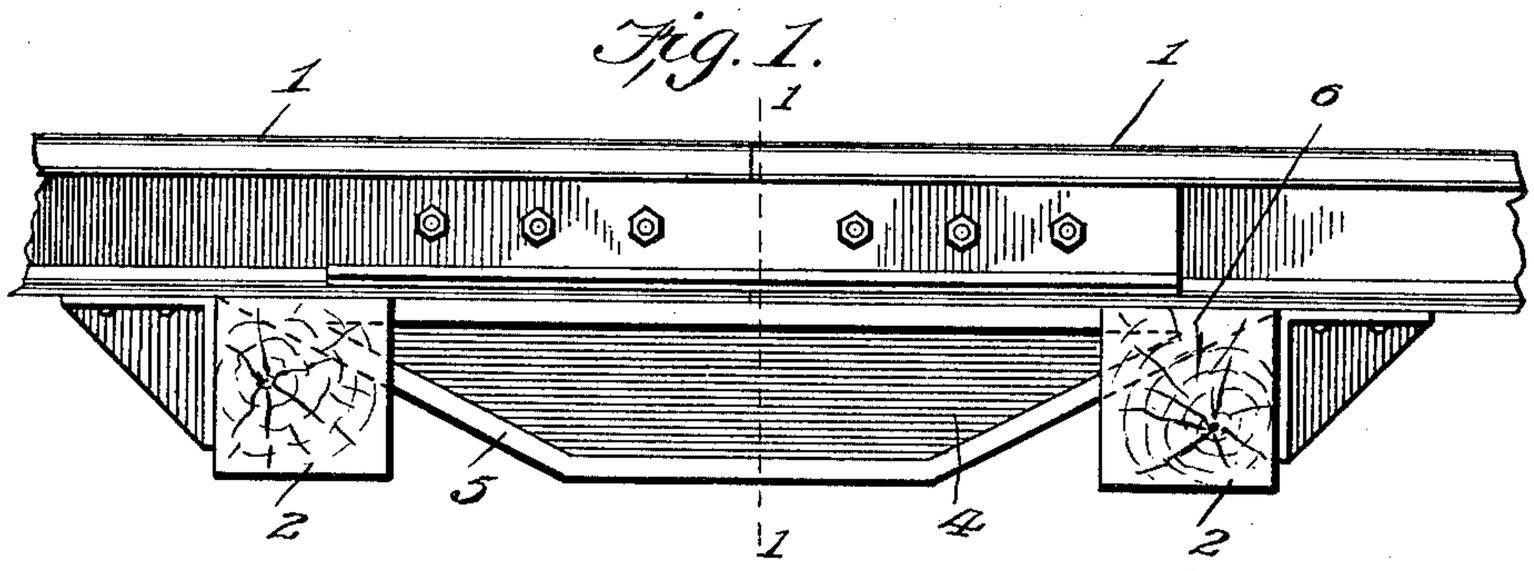


Fig. 2.

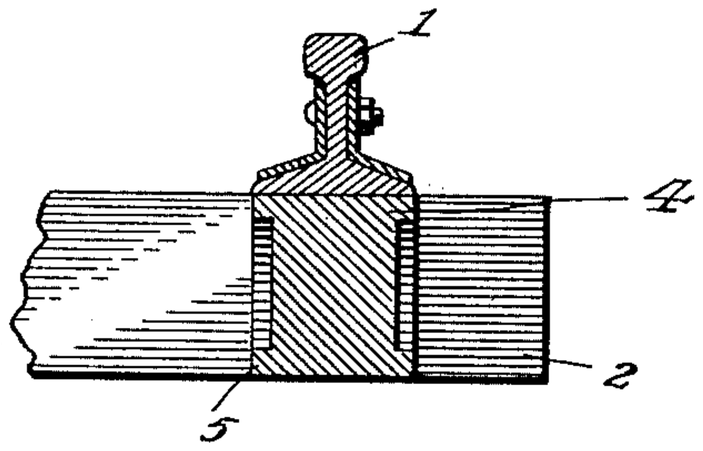


Fig. 3.

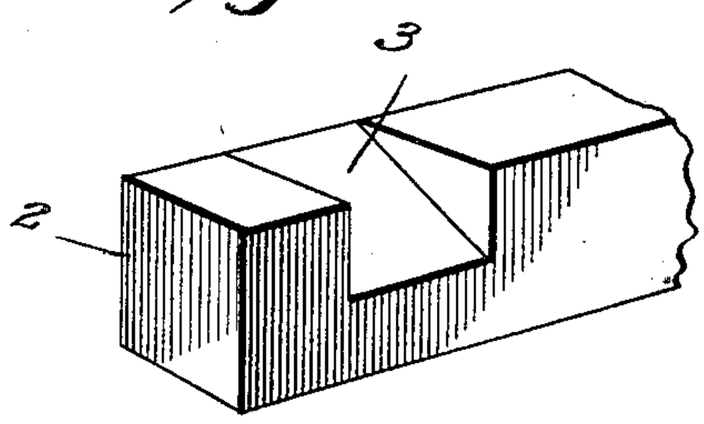
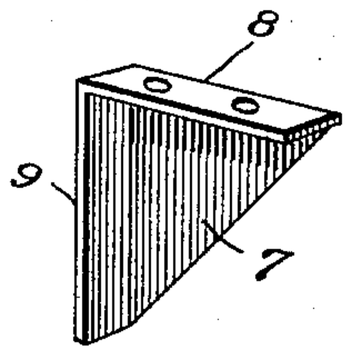


Fig. 4.



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RAILWAY.

SPECIFICATION forming part of Letters Patent No. 697,904, dated April 15, 1902.

Application filed October 2, 1901. Serial No. 77,309. (No model.)

To all whom it may concern:

Be it known that I, ALONZO WEBB, a citizen of the United States, residing at Summer Shade, in the county of Metcalfe and State of Kentucky, have invented certain new and useful Improvements in Railways; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in railways, and especially to that class of devices for connecting the ends of adjoining rails and supporting the same.

To this end my invention consists of the novel features of construction hereinafter described and fully set forth and defined in the accompanying drawings.

The drawings illustrate my invention, wherein like figures refer to like parts in the several views.

Figure 1 is a side view of my invention, illustrating my preferred construction. Fig. 2 is a transverse vertical section on line 1 1 of Fig. 1. Fig. 3 is a perspective view of one end of the tie, showing the beveled recess therein; and Fig. 4 is a perspective view of the foot or brace employed.

Referring to the figures, 1 represents the two rails, joined together by the usual fish-plates and having bolts to secure the same to the rails.

2 designates the ties, which are of the usual construction and are each provided with an inclined groove 3, directly under the base of the rails, so as to receive the ends of a truss 4, as hereinafter described. The truss is preferably formed of solid metal, but can be cast hollow, if so desired, and has strengthening-flanges 5 extending laterally from the edges thereof. This truss is adapted to firmly support the ends of the rails. The ends of the truss are beveled, as at 6, to conform to the grooves 3, so as to be received therein in such a manner that the upper face of the truss will be on a level with the top of the ties.

7 designates the braces, each formed of a triangular piece of metal having its sides 8 and 9 bent at right angles to form flanges. Its upper flange 8 is perforated to receive bolts which fasten said brace to the rails, and its other flange 9 is adapted to rest against the ties to prevent the same from spreading.

From the foregoing description it will be observed that the truss is so formed as to converge to the base of the ties and be embedded in the ballast of the road-bed. It is intended that this truss can be used either in bridge-work or surface roads.

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

1. The combination with railway-rails, of ties, a truss carried by said ties and means carried by said rails to hold the ties from spreading to prevent displacement of said truss.

2. The combination with railway-rails, of ties having recesses, a truss resting in said recesses, and angle-irons for preventing the spreading of said ties.

3. The combination of ties having inclined recesses, a beveled truss adapted to fit in said recesses, and angle-irons secured to the bases of the rails for preventing spreading of the ties.

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

ALONZO WEBB.

Witnesses:
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