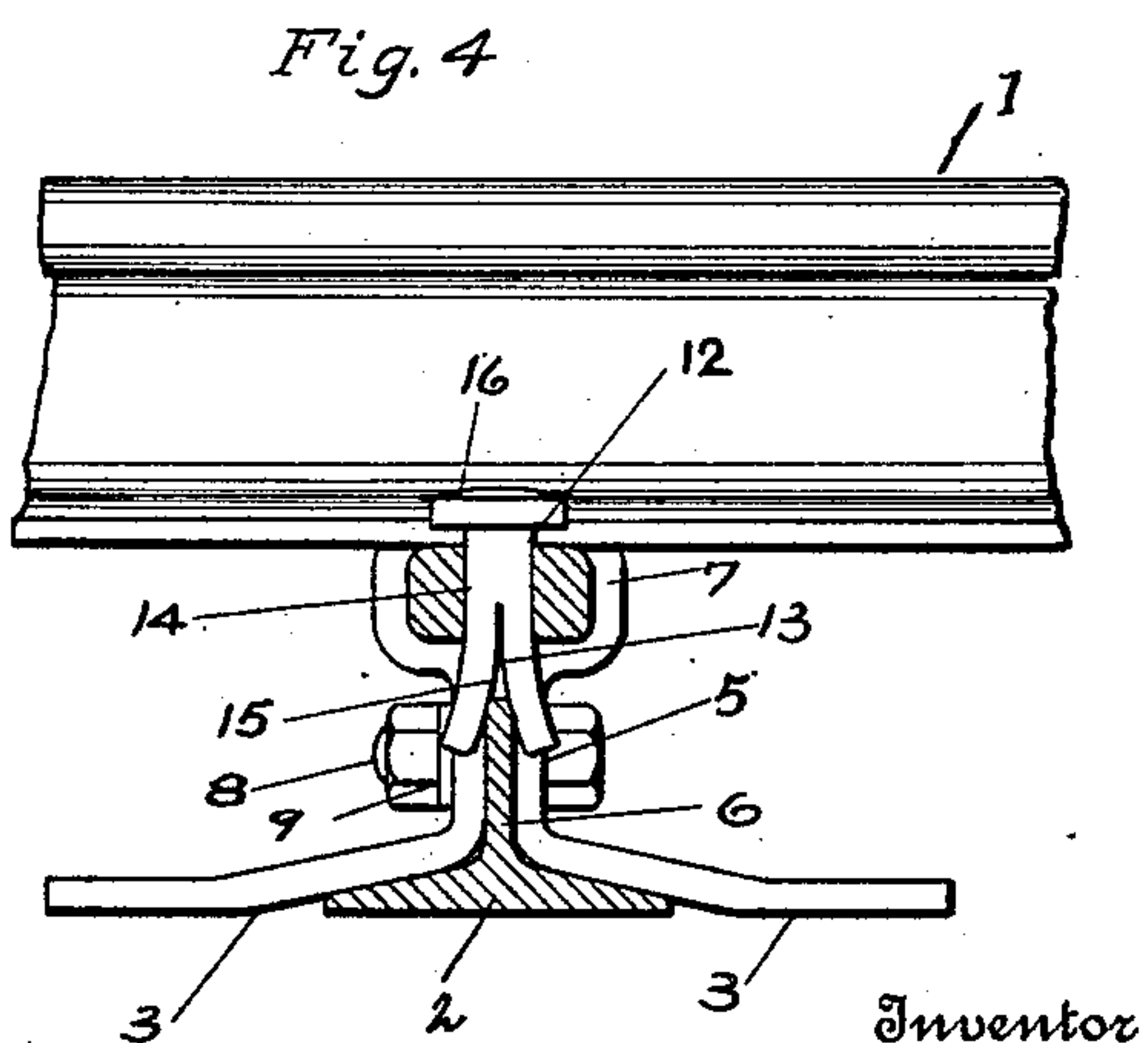
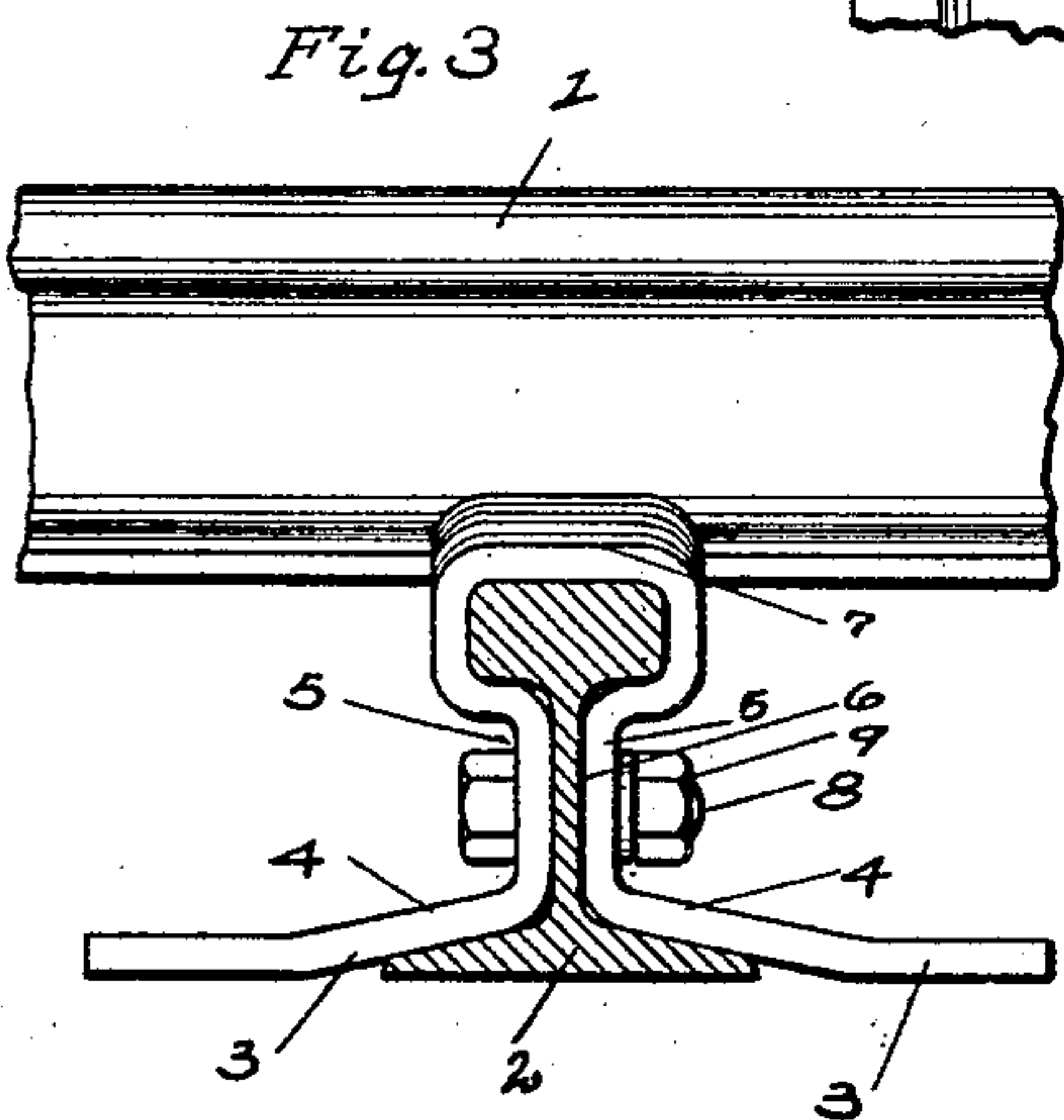
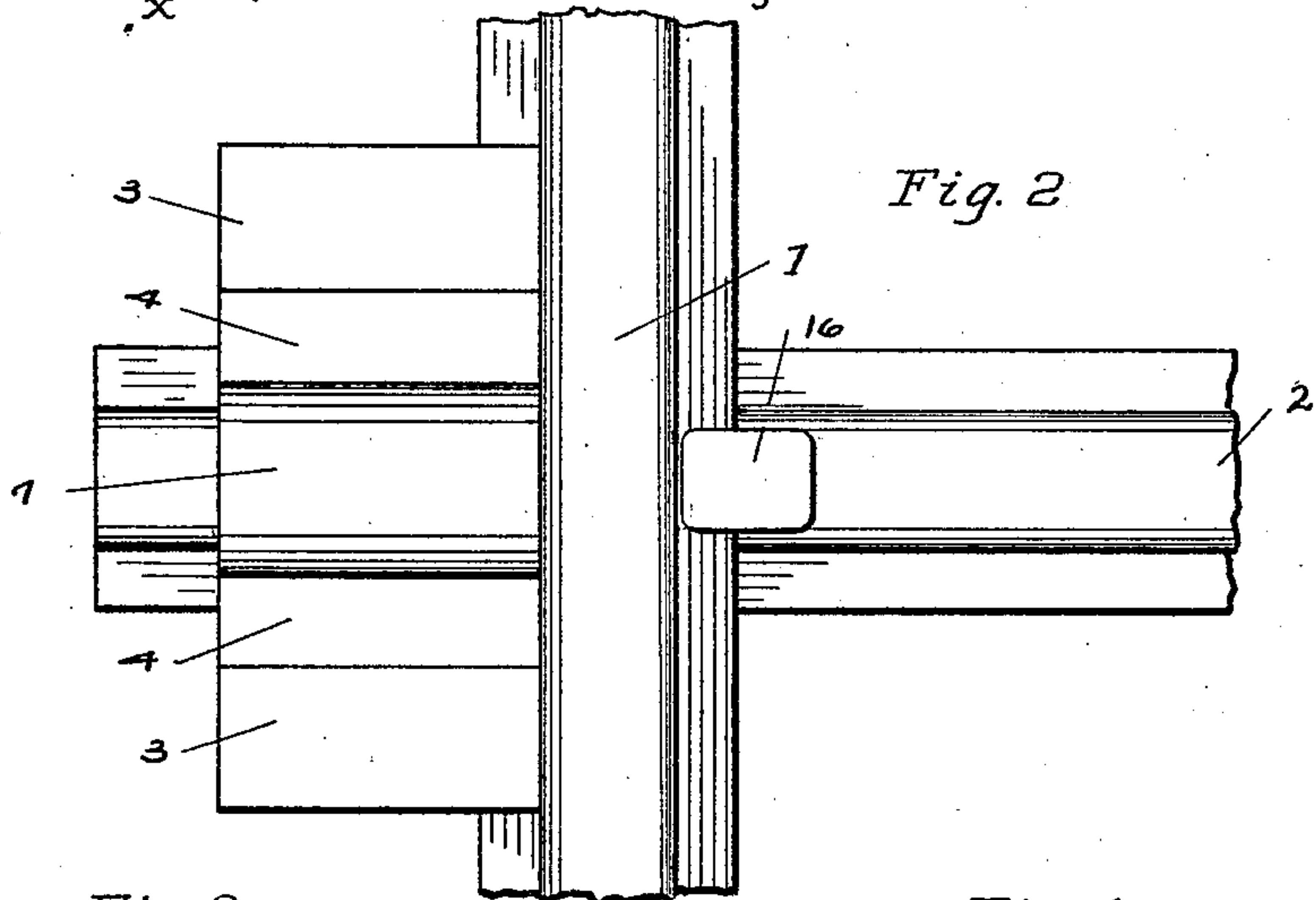
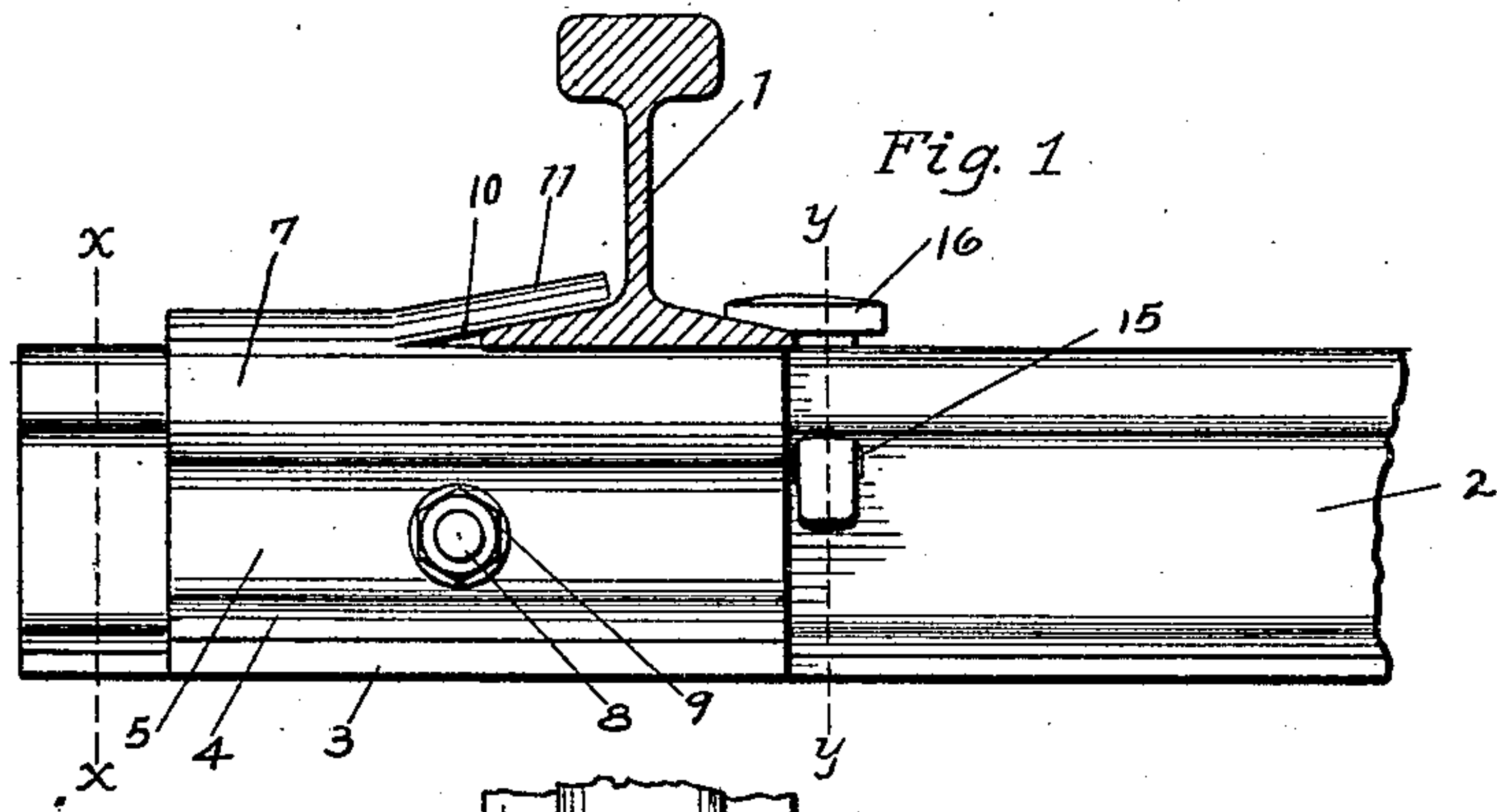


J. W. BLOWER.
 TRACK CONNECTION.
 APPLICATION FILED OCT. 6, 1910.

999,744.

Patented Aug. 8, 1911.



Witnesses

G. C. Drumm
 A. L. Phelps

Inventor
 Joseph W. Blower

By

C. C. Shepard
 Attorney

UNITED STATES PATENT OFFICE.

JOSEPH W. BLOWER, OF COLUMBUS, OHIO.

TRACK CONNECTION.

999,744.

Specification of Letters Patent.

Patented Aug. 8, 1911.

Application filed October 6, 1910. Serial No. 585,576.

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.

The present invention relates to track connections, and has particular application to a novel and improved form of connection adapted particularly for securing the rails of a trackway to metallic cross ties.

It is my purpose in the present instance, to devise a form of connection whereby the ordinary track rails may be secured and firmly fastened in position upon metallic cross ties, the latter being of any desired type or form, such as short sections of track rails.

A further object of my invention is to provide an improved form of connecting strap or clip adapted to embrace one side of the rail, and which conforms to the general shape of the tie and is provided with a member adapted to embrace the base of the rail and hold the same in position relative to the tie, the opposite side of the rail being held in position by an improved form of spike connection hereinafter described.

Still a further object of my invention is to provide a form of connection which will be simple and durable in construction and which will hold the rail firmly in position, thereby obviating the liability of spreading.

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 cross tie being shown in side elevation and the rail in section, Fig. 2 is a top plan view of a portion of such trackway. Fig. 3 is a sectional view taken on the line $x-x$ of Fig. 1, and, Fig. 4 is a sectional view taken on the line $y-y$ of Fig. 1.

Referring now to the accompanying drawings in detail, the numeral 1 designates the ordinary railway rail, adapted to rest upon the metallic tie 2 and as heretofore stated, the latter may be in the form of a short section of track rail. In order to firmly secure the rail to the tie, I provide a clip mem-

ber or strap also formed of metal having the end portions 3, extending in opposite directions and adapted to embrace the ground or the like, said end portions merging into the inclined sections 4, which embrace the base of the tie, the body portion of the strap being then extended upward as at 5 to embrace opposite sides of the vertical web 6 of the tie, the central portion 7 of said clip or strap extending over and conforming to the contour of the ball of the tie.

In order to secure the connecting member in position, I may employ any suitable means such as a bolt or rivet 8, extending through the vertical sections of the strap and the vertical web of the rail, said bolt being held in position by a nut 9. The portion of the connecting member which extends over the top or ball of the tie is slotted or split as at 10, to form the upwardly extending member 11 which is adapted to embrace the upper surface of the base of the rail, the latter being clamped between said member 11 and the adjacent body portion of the device, the latter extending a considerable distance beyond the end of the member 11 and beneath the base of the rail. The opposite side of the rail is preferably secured in position through the medium of a spike 12 having a bifurcated shank 13, said shank extending through a vertical bore 14 in the ball of the cross tie, the split members of the shank then passing through the transverse opening 15 in the web of the tie and embracing opposite sides of said web, the head 16 of said spike bearing against the top surface of the base flange of the rail 1, as is clearly shown in Figs 1, 2 and 4.

By such a construction and arrangement, the rail may be rapidly yet securely fastened in position, and the liability of spreading greatly reduced. It will be seen that I have provided a simple yet effective means for holding a metallic rail to a metallic tie and one which may be placed in position quickly and at comparatively little cost.

While I have herein shown and described one particular embodiment of my invention, I wish it to be understood that I do not limit myself to all the precise details of construction shown, 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 rail and metal-

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lic cross ties therefor, of means for securing the rails to the ties, said means comprising a strap member embracing the ball and the web of the rail, the end sections of the strap
5 overlying the top of the base of the tie, said strap having a member split therefrom and adapted to embrace the base of the rail, means for connecting said device to the cross tie, and a spike at the opposite side of
10 the rail and having a split shank, the members of which embrace opposite sides of the web of the tie.

2. The combination with a rail and a metallic cross tie therefor, of means for con-
15 necting the rail to the tie comprising a member conforming in contour to the shape of

the tie and having laterally extending end portions, the upper portion of said member being split to embrace the base of the rail, means for fastening the member to the tie, 20 and a connecting device for the opposite side of the rail comprising a spike passing through the ball of the tie and having a split shank, the members of which project through an opening in the web of the tie 25 and embrace opposite sides of said tie.

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

JOSEPH W. BLOWER.

Witnesses:

JOSEPH P. EAGLESON,
R. B. CAVANAGH.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
