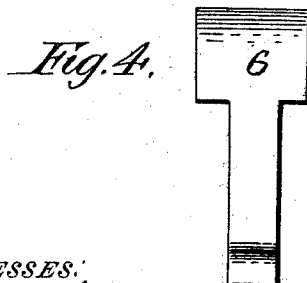
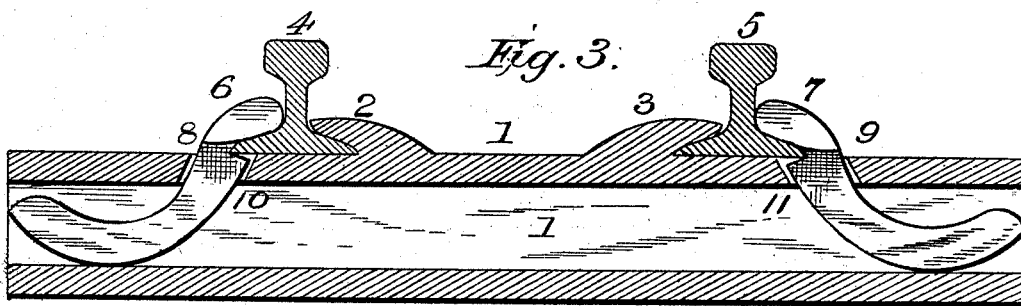
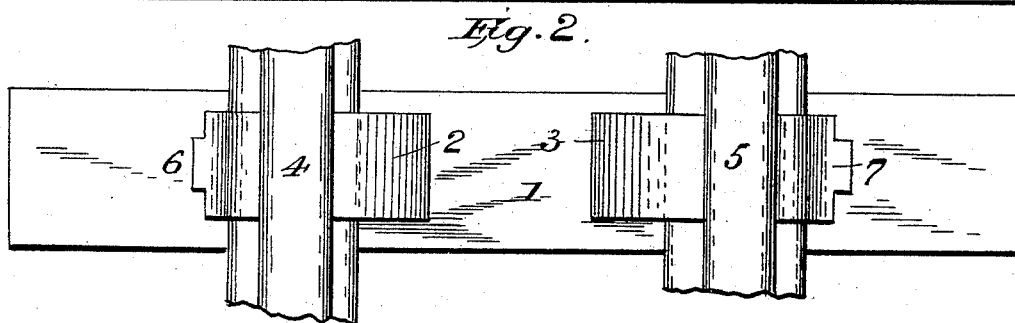
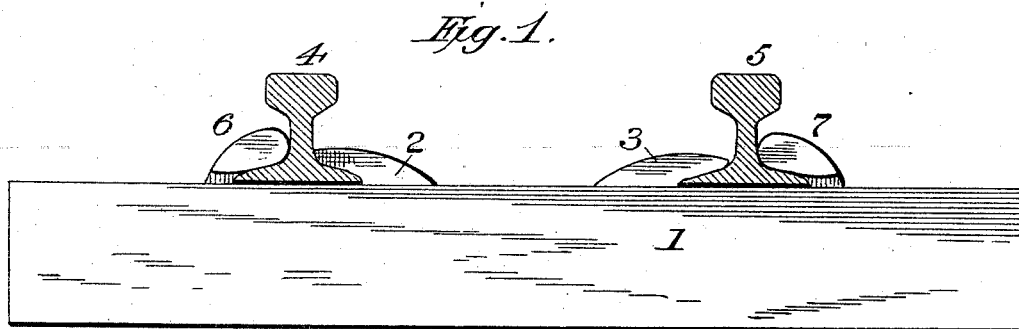


(No Model.)

J. ALBRECHT.
COMBINED RAIL CHAIR AND TIE.

No. 526,604.

Patented Sept. 25, 1894.



WITNESSES:
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UNITED STATES PATENT OFFICE.

JOHN ALBRECHT, OF MASSILLON, OHIO.

COMBINED RAIL CHAIR AND TIE.

SPECIFICATION forming part of Letters Patent No. 526,604, dated September 25, 1894.

Application filed June 5, 1894, Serial No. 513,544. (No model.)

To all whom it may concern:

Be it known that I, JOHN ALBRECHT, a citizen of the United States, residing at Massillon, in the county of Stark and State of Ohio, have invented certain new and useful Improvements in a Combined Rail Chair and Tie; and I do 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, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to combined rail-chairs and rail-ties for railway-rails, and it consists in the construction and novel combination of the parts of the same as will be hereinafter fully described and claimed.

In the drawings Figure 1 is a side elevation of my rail securing-clamps, the rails being shown in cross-section. Fig. 2 is a plan view of the parts shown in Fig. 1. Fig. 3 is a vertical longitudinal view of the hollow metal tie showing the stationary clamps or jaws in section and the curved and notched and movable clamps in full lines; and Fig. 4 is a plan view of one of the movable clamps removed from its seat in the hollow metallic tie.

Referring by numerals to the accompanying drawings, 1 designates one of the hollow metallic ties which may be made of steel, or wrought iron or of cast metal or of any suitable durable metal that may be worked into the hollow rectangular form illustrated.

2 and 3 designate respectively the fixed or stationary jaws of the rail chairs or rail-clamps which are preferably secured in place upon the hollow tie by bolts although I have illustrated them cast with or formed integral with the hollow metal tie 1.

4 and 5 are the railway rails of the usual T-form commonly used at this time on most railroads.

6 and 7 designate the curved headed and notched or shouldered jaws or clamps for assisting in holding the rails in place upon the hollow metal ties. These curved, headed, notched or shouldered jaws or clamps 6 and 7 are passed into outwardly and downwardly inclined recesses 8 and 9, immediately under and extending slightly beyond the outer base

flanges of the railway rails so that the shoulders 10 and 11 of the removable clamps 6 and 7 may be removed at any time by simply lifting them out of the recesses or slots 8 and 9 after which the rail may be removed for the purpose of repairs or for other purposes. The weight of a train passing over or standing upon the rails presses down upon the shoulders of the notched removable clamps or jaws and causes the heads of said movable clamps or jaws to bind or bear more tightly on the base-flanges of the rails thereby holding the rails more firmly and tightly as the weight upon the rails is increased.

By means of the stationary and movable or removable clamps or jaws the use of rail-spikes is dispensed with thereby obviating the necessity of either driving or drawing spikes.

18 are grooves in which the median ribs fit when put to place.

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

1. The combination with a hollow metallic railway tie having recesses or slots in its upper face near its ends and fixed or integral clamps intermediate of said recesses or slots, of the track-rails the inner base flanges of which are slipped to place beneath the said fixed or integral clamps, and the headed, notched and curved removable clamps dropped to place in said recesses or slots and engaging by their heads, notches and shoulders the outer base flanges of the track-rails, substantially as set forth.

2. The combination with the hollow metal tie having slots or recesses in its upper wall intermediate of its ends and fixed or integral clamps intermediate of said recesses, of the track-rails having their base flanges engaging the fixed clamps, and the movable and removable headed notched and shouldered curved jaws or clamps engaging the flanges of the bases of the track-rails, substantially as set forth.

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

JOHN ALBRECHT.

Witnesses:

F. L. OURAND,
JOS. GREGORY.