

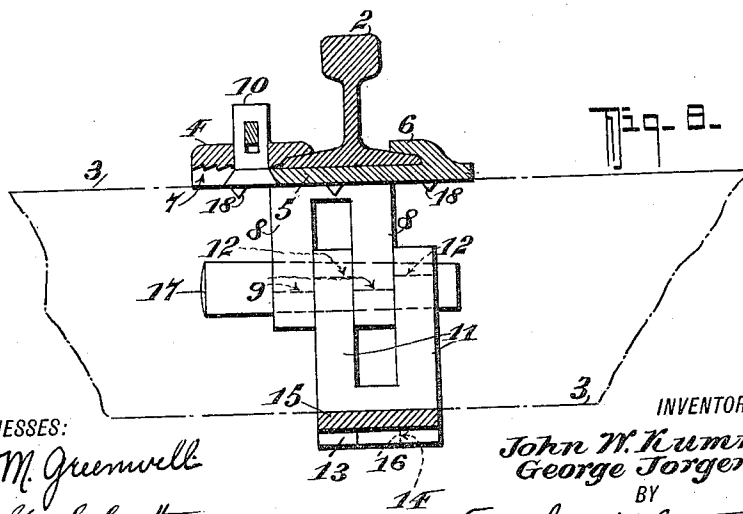
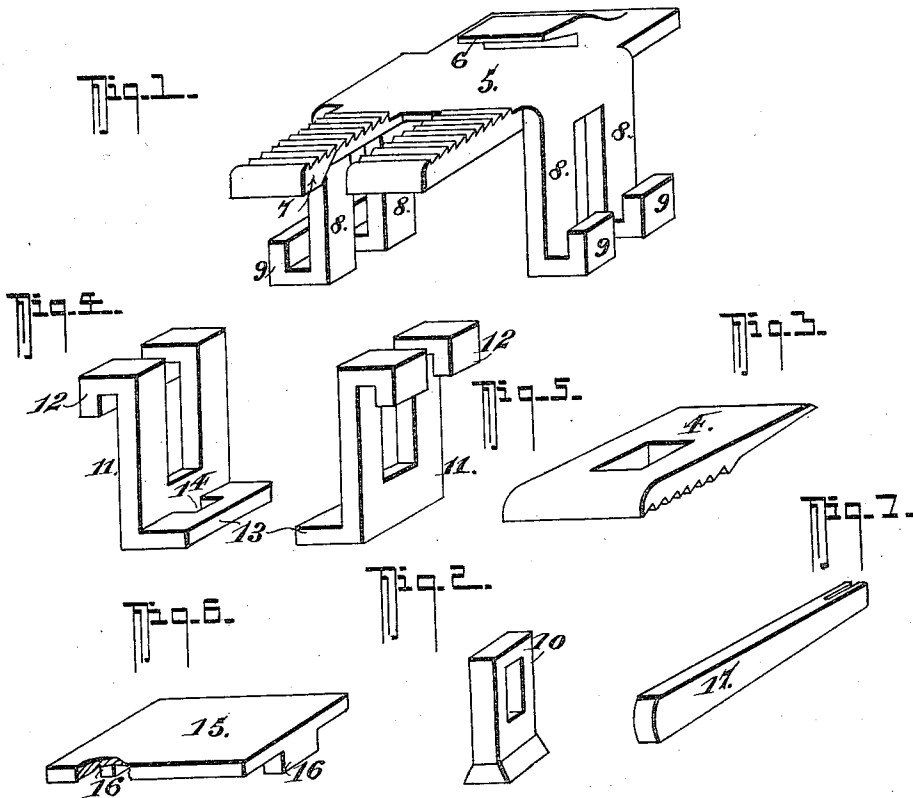
J. W. KUMMER & G. JORGENSEN.

RAIL SEAT ON TIE.

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1,031,938.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN W. KUMMER AND GEORGE JORGENSEN, OF VANCOUVER, BRITISH COLUMBIA,
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RAIL-SEAT ON TIE.

1,031,938.

Specification of Letters Patent.

Patented July 9, 1912.

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To all whom it may concern:

Be it known that we, JOHN W. KUMMER and GEORGE JORGENSEN, citizens of the United States of America and Kingdom of Norway, respectively, residing at Vancouver, in the Province of British Columbia, Canada, have invented a new and useful Rail-Seat on Tie, of which the following is a specification.

This invention relates to a rail seat and means for securing the same to the tie and the rail to the seat.

The invention is particularly described in the following specification, reference being made to the drawings by which it is accompanied, in which:

Figure 1 is a perspective view of the rail seat and a portion of the tie securing means. Figs. 2 and 3, similar views of the rail securing means. Figs. 4, 5 and 6, similar views of the lower part of the tie securing means coöperative with the foregoing. Fig. 7, a similar view of the securing cotter, and Fig. 8, a cross section through the rail and the securing means of rail to seat and seat to tie, the tie being indicated by dot and dash lines.

In these drawings 2 represents the rail and 3 the tie. The rail seat proper consists of a plate portion 5 in width conforming approximately to that of the tie and extending a sufficient distance beyond the flange on each side to afford sufficient room for the rail attachment. These attachments comprise on one side a portion 6, integral with or secured to the plate 5, and carried over the upper side of the rail flange and having a tapered underside conforming therewith, such that the rail will tighten securely under it. On the opposite side of the rail the plate 5 has a rectangular opening 7 dovetailed from the underside to receive a pyramidal head of a securing member 10 for a flange clamp 4, which clamp is tightened on the rail flange by a tapered cotter through the end of 10. The contacting surfaces of the flange clamp and the plate 5 have corresponding serrations parallel to the rail 2 and offering square shoulders toward the rail. Downwardly depending from each side of the plate 5 to a depth somewhat beyond the half depth of the tie are members 8, the ends of which are upwardly turned, as at 9, and these members are spaced apart to receive one of the corresponding upwardly projecting members 11 by which the

rail seat is clamped on the tie. These members 11 are connected together and have downwardly turned ends 12, which with the upwardly turned ends 9 of the upper plate members 8 receive the tapered cotter 17 by which the rail seat is secured to the tie. These members 11 have an inwardly turned portion 19 to receive an under plate 15, which has a downward projection 16 at each end to enter recesses provided for it in the middle of the flange 14. The underside of the rail seat member 5 has projecting points 18, which are designed to enter into and maintain an effective hold on the wood of the tie when the plate is tightened thereon. When these members are put together, as shown in Fig. 8, a tapered cotter 17 is inserted on each side of the tie between the upward projections 9 of the members 8 and the downwardly turned ends 12 of the members 11. These keys 17, when driven home, secure the rail seat tightly on the tie.

The rail seat plate 5 and its securing members 8, 11 and 15 will preferably be stamped and folded from sheet steel, the member 6 being cut and upset from the plate 5. The particular manner of construction is however not material to this invention, which is comprised in the following claims:

1. As a means for securing a rail to a tie, the combination therewith of an upper plate member on which the rail seats and having provision for securing the rail thereto, said upper plate member having members downwardly projecting on each side of the tie which members are spaced apart and have their ends upwardly turned, a lower plate member having members upwardly projecting on each side of the tie which members are interspaced to correspond with the downwardly projecting members of the upper plate and have ends downwardly turned, and a tapered key on each side engaging the upwardly and downwardly turned members of each.

2. As a means for securing a rail to a tie, the combination therewith of an upper plate having on one side of the rail seat a projection over the rail flange and on the other side a removable member tightening on the rail flange, said plate having hook members downwardly depending on each side of the tie and a lower plate having hook members upwardly projecting on each side of the tie and a key on each side of the tie securing to-

gether the hook members of the upper and lower plates.

3. As a means for securing a rail to a tie, the combination therewith of an upper plate having on one side of the rail seat a projection integral with or secured to the plate and projecting over and conforming to the upper side of the rail flange and on the other side a rectangular slot under cut or outwardly beveled to receive a headed securing member slotted for a tapered key by which this member may be tightened on the flange of the rail, a member fitted on the headed securing member and bearing upon the plate and the upper side of the rail flange, said upper plate having downwardly extending hook members on each side of the tie, a lower plate having two upwardly extending hook members on each side of the tie and a tapered cotter engaging the hook members of the upper and lower plates and tightening them on the tie.

4. As a means for securing a rail to a tie,

the combination therewith of an upper plate having on one side of the rail seat a projection integral with or secured to the plate and projecting over and conforming with the upper side of the rail flange and on the other side a removable member tightening downward on the rail flange said plate having two hook members downwardly depending on each side of the tie and separated from each other, a lower plate having corresponding hook members upwardly projecting on each side of the tie and a tapered key on each side of the tie and engaging the hook members of the upper and lower plates and binding them together on the tie.

In testimony whereof we have signed our names to this specification in the presence of the two subscribing witnesses.

JOHN W. KUMMER.
GEORGE JORGENSEN.

Witnesses:

ROWLAND BRITAIN,
WILLIAM S. MUIR.

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