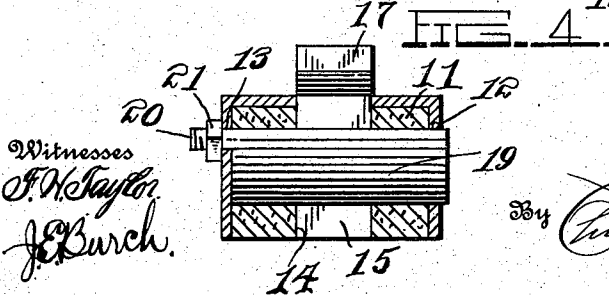
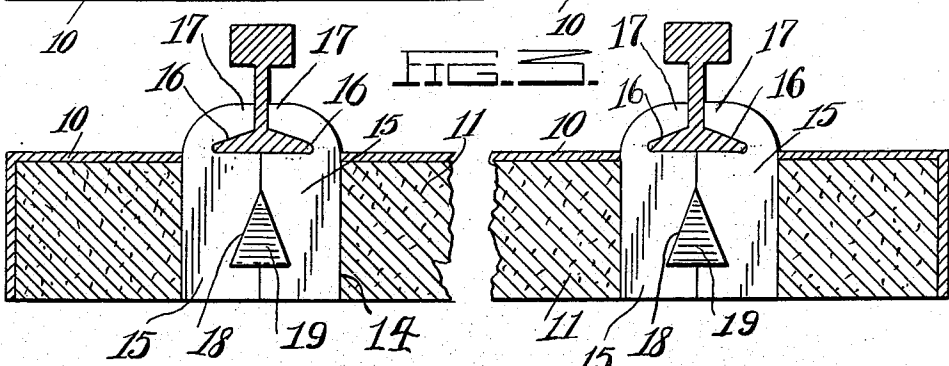
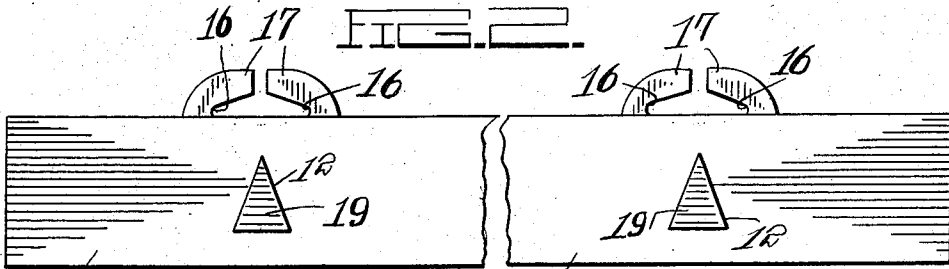
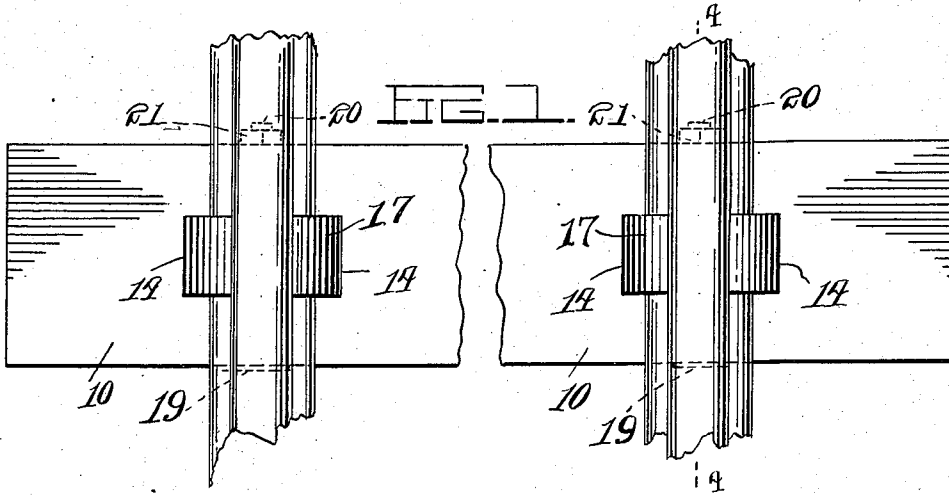


C. SEDDENS.
RAILWAY TIE.
APPLICATION FILED APR. 25, 1911.

1,014,526.

Patented Jan. 9, 1912.

2 SHEETS-SHEET 1.



Witnesses
J. H. Taylor
J. E. Burch.

Inventor
Charles Seddens.

By *Charles Seddens*

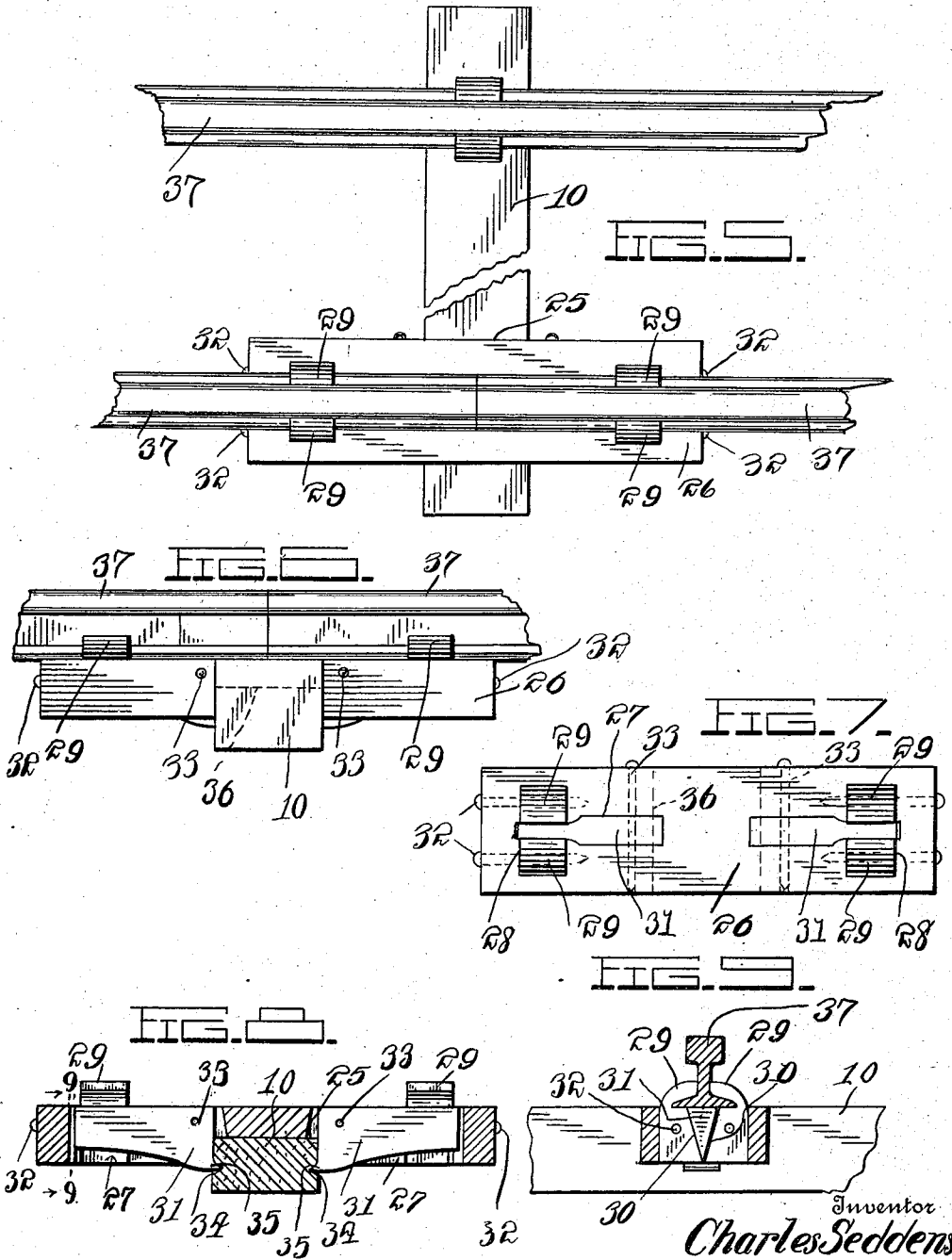
Attorneys

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2 SHEETS-SHEET 2.



Witnesses
J. H. Taylor.
J. Kurch.

By

Charles Seddens

Attorneys

UNITED STATES PATENT OFFICE.

CHARLES SEDDENS, OF EASTWOOD, OHIO.

RAILWAY-TIE.

1,014,526.

Specification of Letters Patent.

Patented Jan. 9, 1912.

Application filed April 25, 1911. Serial No. 623,223.

To all whom it may concern:

Be it known that I, CHARLES SEDDENS, a citizen of the United States, residing at Eastwood, in the county of Brown, State of Ohio, have invented certain new and useful Improvements in Railway-Ties; 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.

This invention relates to new and useful improvements in railway ties and more particularly to an improved metallic tie having a filling of cement.

An object of the invention is to provide a tie of this character with novel clamping means for holding the rails in position.

Another object of the invention is to provide a novel form of base plate adapted to receive the abutting ends of two rail sections, said plate having novel means for securing the same to the tie and formed with novel clamping means for the rails.

With these and other objects in view, the invention consists of certain other combinations and arrangements of parts as will be hereinafter more fully described and claimed and it being a still further object to provide a device which will not be likely to get out of working order.

In the drawings:—Figure 1 is a top plan view showing the manner of use of a rail tie constructed in accordance with the present invention. Fig. 2 is a side elevation of the tie with the rails removed. Fig. 3 is a central longitudinal sectional view of the tie shown in Fig. 1. Fig. 4 is a transverse sectional view on the line 4—4 of Fig. 1. Fig. 5 is a plan view illustrating my improved tie and base plate for securing the abutting ends of two rail sections together. Fig. 6 is a side elevation thereof. Fig. 7 is a top plan view of the plate removed. Fig. 8 is a longitudinal sectional view of the plate to more clearly illustrate the fastening means for the tie and rails. Fig. 9 is a transverse sectional view taken on the line 9—9 of Fig. 8.

In the accompanying drawings the numeral 10 designates the tie in its preferred form. Such tie is constructed of a bottomless hollow structure which has a concrete filling 11, and in one of its side walls adjacent its ends are provided triangular openings 12, the other side wall being provided

with reduced openings 13, which register with the openings 12. The tie 10 is constructed in its top wall adjacent its ends with longitudinal slots 14, through which are inserted cooperating pairs of rail clamping members 15. The members 15 at their upper ends are formed with notches 16 into which the flanges of the rail fit and which afford lips 17 overhanging and gripping said flanges. The inner faces of said members are provided with notches inclined as at 18 and in relatively divergent relation to form a triangular opening. In such relation of the faces 18 the members 15 are locked by wedge keys 19, which are disposed transversely within the tie, the keys 19 being inserted through the openings 12 and having threaded stems 20 which project through the openings 13 and carry lock nuts 21. The keys 19 are of triangular form and bear against the faces 18 so as to hold the members 15 against displacement and in operative engagement with the rails.

In the embodiment of the invention shown in Figs. 5 and 6, the tie is adapted for use at the meeting ends of rails as shown, at one side thereof, and has a recess 25 in which is mounted a plate 26, the latter being constructed with longitudinal recesses which are spaced apart centrally and communicating at their outer ends with transverse recesses 28. Rail gripping members 29 are disposed in the recesses 28 and have their gripping ends similar in form to the members 15, said members being pivotally mounted upon pins 32 extending longitudinally of the plate and engaging the members 29 adjacent their upper ends. The members 29 have their inner faces inclined as at 30 and in convergent relation. Wedge shaped keys 31 are disposed in the recesses 27 longitudinally of the plate 26, being pivotally mounted upon transverse pins 33 to permit engagement thereof with the inclined faces 30 to hold the members 29 in frictional contact with the rails, by throwing their lower ends apart and thus clamping the upper ends in engagement with the rails.

The side faces of the tie beneath the recess 25 are provided with recesses 34 adapted to be engaged by the depending sharpened inner ends 35, formed upon the wedge shaped keys 31. The plate 26 is transversely recessed as shown at 36 to receive the tie whereby its upper face will lie flush with the upper face of the tie for proper

engagement of the ends 35 of the keys 31 with the recesses 34. It will thus be seen that the ends of the rails 37, when clamped between the lips 17 of the members 29 will positively hold the outer ends of the wedge keys 31 between the faces 30 of the members 29 and the ends 35 from disengagement with the recesses 34. The invention is simple in its structural details, inexpensive to manufacture, and practical and efficient in use.

From the foregoing description it will be seen that simple and efficient means are provided for accomplishing the objects of the invention, but, while the elements herein shown and described are well adapted to serve the functions set forth, it is obvious that various minor changes may be made in the proportions, shape, and arrangement of the several parts without departing from the spirit and scope of the invention as defined in the appended claims.

What is claimed is:—

1. A device of the class described comprising the combination with a beam having spaced openings therethrough; of rail gripping members disposed in pairs in each of said recesses, said members having their inner faces formed with notches having inclined faces forming triangular openings and locking keys of triangular cross section fitted in said openings to retain the locking members against movement.

2. In a device of the class described, the combination with a beam having slots there-through; of rail gripping members disposed in cooperating pairs in each of said slots,

each pair of said members having their inner faces formed with notches having inclined faces coacting to form a triangular opening, said members extending to the bottom of the beam and communicating therewith and formed with overhanging lips with intermediate shoulders above the inclined openings horizontally disposed to receive a rail flange and locking keys having wedge faces, said keys being fitted in the openings to hold the lips in contact with the flanges and web of the rail.

3. A device of the class described comprising a beam having a rail fastening device at one end thereof, and a recess in the upper surface of its opposite end, said beam also having recesses in its opposite sides beneath the first named recesses, a plate having a recess in its upper surface engaged with the recess in the beam, wedge keys pivotally mounted in longitudinal slots in the plate and having sharpened inner ends adapted to engage the recesses in the sides of the beam, rail gripping members pivotally mounted in transverse recesses adjacent the ends of the plates and adapted for locking engagement with the flanges of rail sections by the wedges, said rail sections serving to hold said plate on the beam.

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

CHARLES SEDDENS.

Witnesses:

REBECCA HIGHT,
ALLEN HIGHT.