H. G. RECKINGER.

CEMENT RAILWAY TIE.

APPLICATION FILED DEC. 27, 1911.

1,029,318.

Patented June 11, 1912.

Fig. 1

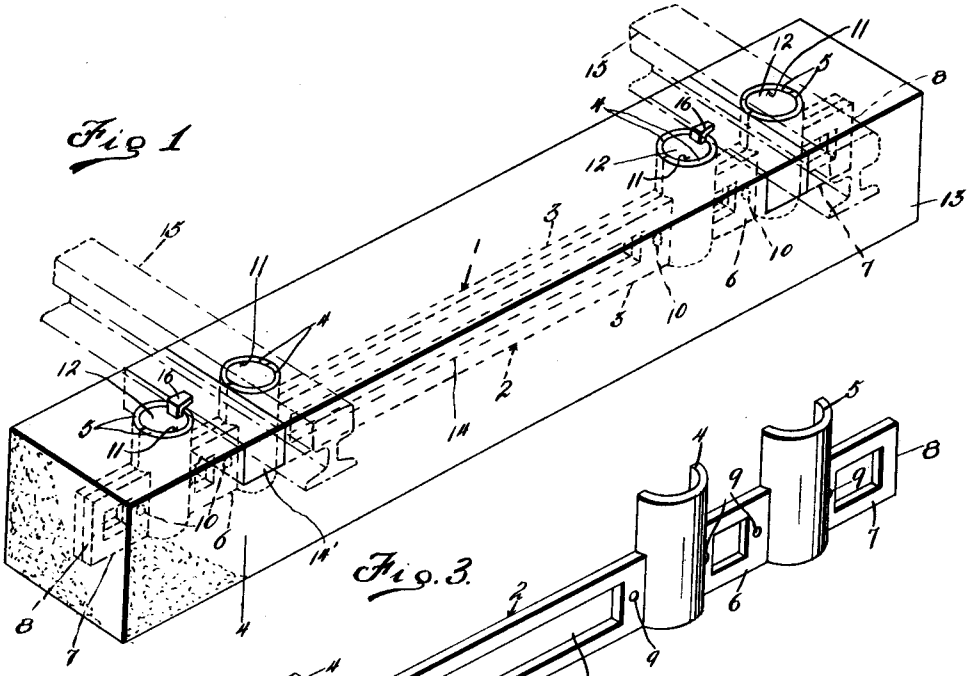


Fig. 3.

Fig. 2.

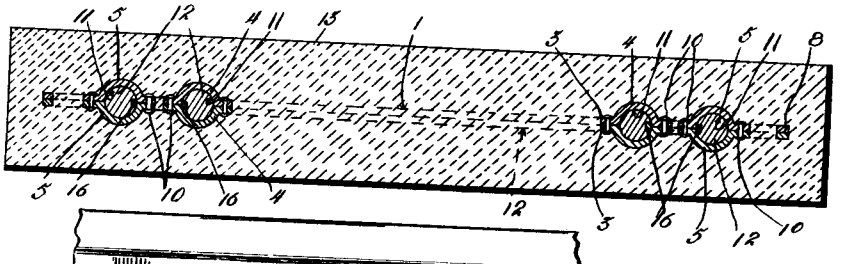
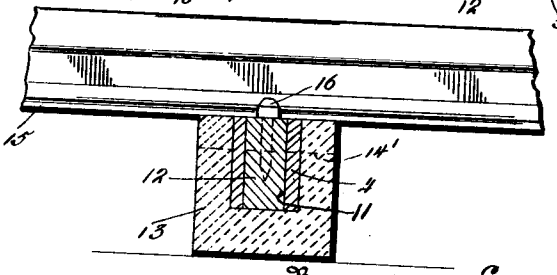


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

HENRY G. RECKINGER, OF AURORA, ILLINOIS.

CEMENT RAILWAY-TIE.

1,029,318. Specification of Letters Patent. Patented June 11, 1912.

Application filed December 27, 1911. Serial No. 668,121.

To all whom it may concern:

Be it known that I, HENRY G. RECKINGER, a citizen of the United States, residing at Aurora, in the county of Kane and State of Illinois, have invented certain new and useful Improvements in Cement Railway-Ties, of which the following is a specification.

This invention relates to improvements in cement railway ties providing means for attaching the rails thereto.

A further object is to so construct a tie of this type having embedded therein reinforcing elements which will prevent disintegration of the tie due to traffic thereover, the jar incident thereto being received by cushioning blocks of wood.

A still further object of the invention is to construct the reinforcing elements so that wooden plugs for receiving the spikes may be securely held in their proper positions.

With these and other objects in view, the invention consists in certain novel features of construction, combination and arrangements of parts as will be hereinafter fully described and claimed.

In the drawings; Figure 1 is a perspective view of a tie, the reinforcing member embedded therein. Fig. 2 is a horizontal sectional view. Fig. 3 is a perspective view of one of the reinforcing members. Fig. 4 is a sectional view on line 4—4 of Fig. 1.

Referring to the drawing, the numerals 1 and 2 designate the reinforcing members, both of which being formed from pressed steel, and consisting of central ribs 3, said ribs being arranged in spaced horizontal parallel relation. Formed integral with the opposite ends of the ribs 3 are semicircular depressions 4, the upper ends of which extend slightly above the upper surface of the uppermost rib 3. Similar depressions 5 are provided and are connected to the depressions 4 by spaced ribs 6. Leading outwardly from the depressions 5 are ribs 7, the outer ends of which are connected by vertical ribs 8. The ribs 3, 6 and 7 are formed with perforations 9, and through which are passed rivets 10 for securely clamping the members 1 and 2 together.

The depressions 4 and 5 formed in the members, when clamped and confronting form sockets 11, and in which wooden plugs 12 are secured. If desired the depressions 4 and 5 may be formed rectangular in cross section, and the plug 12 similarly formed. The plugs 12 are placed in the depressions previous to the members 1 and 2 being riveted in their clamped relation, thus firmly securing the said plugs in their proper positions. After the members 1 and 2 have been riveted together and the plugs 12 are in the sockets 11, the connected members are placed in a suitable mold to form the tie 13, whereupon cement in a partially liquid state is poured thereinto which passes freely within the space 14 formed by the various ribs, thus securely embedding the members upon hardening of the cement. The lowermost rib of each set is positioned near the bottom of the tie 13, the upper ends of the depressions 4 and 5 being on a plane with the upper surface of the tie.

Wooden cushioning blocks 14′ are arranged transversely of the tie 13 and between the upper ends of each set of depressions, and upon which the flanged bases of the rails are adapted to rest. The rails 15 are secured in their proper position upon the block 14 by spikes 16, the heads of which engage the flanged bases of the rails in the usual manner, while the shanks thereof are driven into the plugs 12 and against the opposing walls of the sockets 11, thus effectually bracing the spikes against lateral tilting.

From this construction it will be seen that a tie has been produced which is simple in construction, durable, and one which will withstand hard usage, the same being so formed that the rails may be effectually secured thereto.

What is claimed is:

In combination with a cement railway tie, a pair of reinforcing members adapted to be embedded therein, said members being formed with a plurality of semicircular depressions, said depressions being held in spaced relation by ribs, said ribs being arranged horizontally and in spaced parallel relation to form spaces for receiving the cement forming the tie, said depressions being arranged in confronting relation to produce sockets for receiving wooden plugs,

said sockets being arranged in pairs adjacent each end of the tie, and wooden cushioning blocks arranged between the sockets forming a pair and upon which the rails rest, and securing devices adapted to be driven into the wooden plugs and sockets to hold the rails in place.

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

HENRY G. RECKINGER.

Witnesses:
FRED A. BUTKE,
LARRY H. KRANTZ.