R. SERAFIN.

METALLIC RAILROAD TIE.

APPLICATION FILED AUG. 27, 1913.

1,093,013.

Patented Apr. 14, 1914.

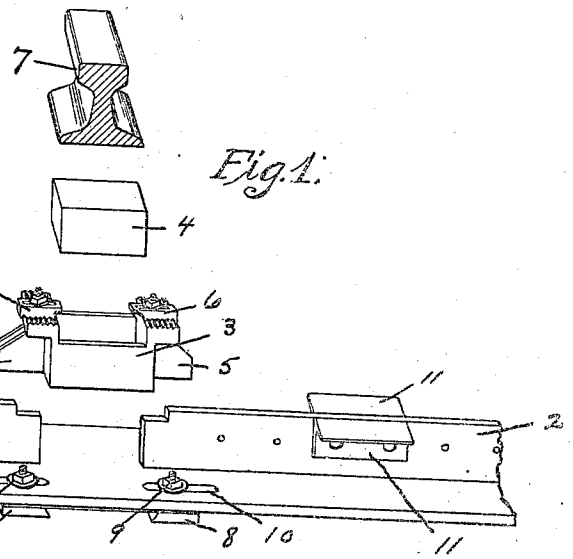


Fig. 1.

Fig. 2.

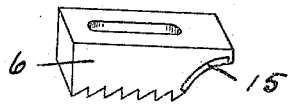
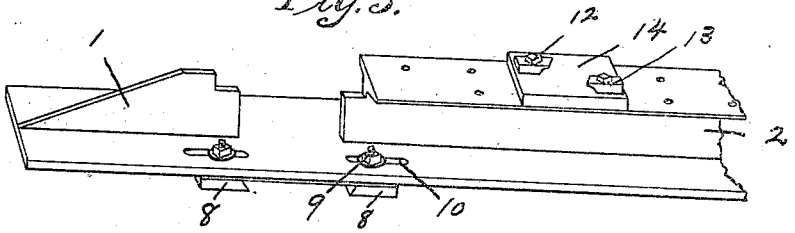


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

ROMANO SERAFIN, OF STAFFORD SPRINGS, CONNECTICUT.

METALLIC RAILROAD-TIE.

1,093,013. Specification of Letters Patent. Patented Apr. 14, 1914.

Application filed August 27, 1913. Serial No. 786,903.

To all whom it may concern:

Be it known that I, ROMANO SERAFIN, citizen of the United States, residing at Stafford Springs, in the county of Tolland and State of Connecticut, have invented certain new and useful Improvements in Metallic Railroad-Ties, of which the following is a specification.

The object of the invention is to provide a practical metallic railroad tie adapted for universal use.

A further object of the invention is to provide improvements on devices of the class specified which have features of novelty and advantage.

To these ends and also to improve generally upon devices of the class specified, the invention consists in the various matters hereinafter described and claimed.

Figure —1— is a lateral view of one end of the tie showing the several parts detached. Fig. —2— is a perspective view of one of the rail clamps. Fig. —3— is a modification.

Referring to the drawings as the illustrated embodiment of the invention, the tie proper, which is preferably of one piece, has a base section —1— and a flange section —2— arranged at right angles with each other so that the body part of the tie is preferably inverted T-shaped in cross section. A receptacle —3— adapted to carry therein a resilient block —4— of suitable material, such as wood, leather or paper, has projections —5— on each end thereof adapted to form therebetween a slot to receive the flange section —2— of the tie. Suitable clamps, such as —6—, are preferably mounted on said receptacle to engage and hold in place the rails —7— on the resilient block. On the inside of said clamp —6—, I prefer to arrange a non-conducting material to be in contact with the rail so that any electric current in said rail cannot be carried to the metallic tie.

Under the base part —1— of the tie are arranged adjustable clamps —8— adapted to engage any longitudinal girders such as those in a bridge or trestle. The clamps —8— are preferably adjustable by means of a bolt —9— secured thereto and adapted to ride in a slot —10— in the base portion of said tie.

It is desirable to have metallic ties suitable for arranging thereon cross-overs or switches, and this is preferably accomplished by securing angle-iron pieces —11— on the flange section —1— of the tie. Resilient blocks —14— are then mounted on the angle-iron pieces and preferably bolted thereto and said bolts —12— are preferably used to secure clamps —13— against the rail of the cross-over.

Especially adapted for a cross-over tie is the tie shown in the modification, Fig. 3, which is preferably I-shaped in cross section being stronger and suitably adapted to receive the bolts —12—.

The tie proper is preferably made of rolled metal and is suitably cut-away to receive the receptacles —3— and the whole device is one suitable for universal use under all conditions.

What I claim is—

1. A metallic railroad tie T-shaped in cross section partially cut-away to receive a receptacle carrying a resilient block for a rail, said receptacle having at each end thereof projections adapted to receive the upright section of said tie therebetween.

2. A metallic railroad tie, carrying a resilient block of insulating material in a metallic receptacle secured to said tie, and a clamp partially constructed of insulating material, securing said receptacle to the rail, substantially as described.

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

ROMANO SERAFIN.

Witnesses:

GEORGE W. EATON,

GEO. B. WARD.

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