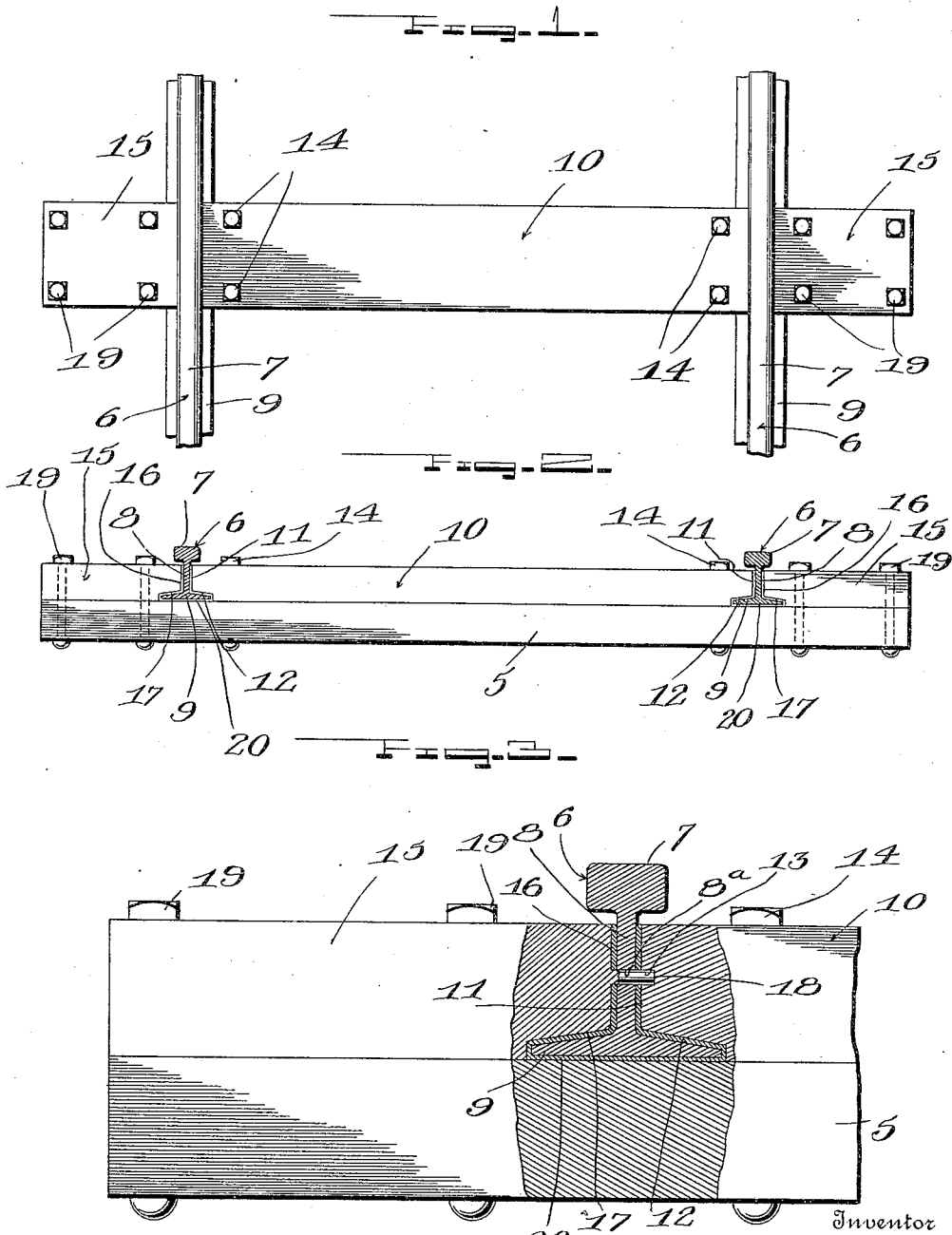


W. C. SPOUSTA.
METALLIC RAILROAD TIE.
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1,034,374.

Patented July 30, 1912.



Witnesses
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UNITED STATES PATENT OFFICE.

WENSLOW C. SPOUSTA, OF SALINA, KANSAS.

METALLIC RAILROAD-TIE.

1,034,374.

Specification of Letters Patent.

Patented July 30, 1912.

Application filed August 25, 1911. Serial No. 645,971.

To all whom it may concern:

Be it known that I, WENSLOW C. SPOUSTA, a citizen of the United States, residing at Salina, in the county of Saline, State of Kansas, have invented certain new and useful Improvements in Metallic Railroad-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 an improvement in metallic railroad ties.

The principal object of the invention is to provide a metallic tie which is so constructed that the tie will practically form an integral part of the rails, so that both longitudinal and lateral spreading of the rails will be prevented.

Another object of the invention is to provide a tie for the purpose described, which is composed of a minimum number of parts, is therefore simple in construction, is capable of being readily attached to or detached from the rails, and is cheap to manufacture.

With these and other objects in view, the invention consists in the construction and novel combination of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended; it being understood that various changes in the form, proportion, size and minor details of construction within the scope of the claim, may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawing: Figure 1 is a top plan view showing portions of two rails having my improved tie associated therewith, Fig. 2 is a side elevation thereof, Fig. 3 is a partial side elevation, parts thereof being shown in section.

Like reference numerals designate corresponding parts in all the figures of the drawings.

Referring to the drawing, the invention comprises a tie consisting of a metallic base plate 5 which extends transversely under and supports a pair of rails 6—6. Each of these rails comprises the usual tread 7, web 8 and base flange 9, the web being centrally formed with a transverse opening 8^a.

Seated upon the base plate 5 and disposed between the rails 6 is a central clamping plate 10, also of solid metal. This plate in-

cludes vertical end walls 11—11 and undercut ends 12—12 for receiving the respective base flanges of the rails. Formed in the ends 11 of this clamping plate are recesses 13—13, which register with the openings 8^a of the rails. The clamping plate 10 is of a length to permit of the ends 11 thereof to tightly abut against the webs 8 of the rails. In order to secure this clamping plate upon the base plate there are provided in said plates registering openings in which bolts 14 are arranged for clamping said plates together.

My invention further comprises end clamping plates 15—15. Each of these clamping plates is seated upon the base plate 5 and has a vertical inner wall 16 adapted to tightly abut against the respective webs 8 of the rails. The end clamping plates 15 are each formed with an undercut end 17 adapted to tightly abut against the base flange 9 of the respective rail. Centrally projecting from each end of the clamping plate 10 is a stud 18, which projects through the opening 8^a of the rail web and into the recess 13 of the end clamping plate 15. Bolts 19 are employed for securing the end plates 15 to the base plate 5, said bolts being disposed in suitable openings formed in said plates.

In order to prevent any rattling incident to the clamping plates and rail being in ground engagement, I have provided a cushioning strip 20. This strip is preferably formed of paper, and is disposed on opposite sides of the web 8 and around the base flange 9 of the rail. It will thus be observed that this strip insulates the rail from the clamping plates 10 and 15, and also from the base plate 15.

From the foregoing, it will be observed that by this construction, the central and end plates 10 and 15 respectively will prevent any possibility of lateral movement of either of the rails, and by means of the studs 18 any longitudinal movement of the rails will also be prevented. Should it be desired to remove any section of rail, it is only necessary to remove the bolts of either of the end sections 15 and remove said section.

What is claimed is:—

The combination with a pair of rails having perforated webs, of a tie comprising a base plate upon which the rails are disposed, a clamping plate secured upon the base plate

intermediate the rails and having recesses
formed in its end registering with the perforations in the rail webs, end clamping plates
secured upon the base plate and abutting the
5 webs of the rails, said end plates having
studs disposed within the perforations of
the web and the recesses of the clamping
plates, and a strip of cushioning material
disposed around the rails intermediate the

base plate, the central clamping plate and 10
the respective end clamping plate.

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

WENSLOW C. SPOUSTA.

Witnesses:

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