Feb. 16, 1932. C. A. GILBERT 1,845,912

RESILIENT SEAT FOR RAILS

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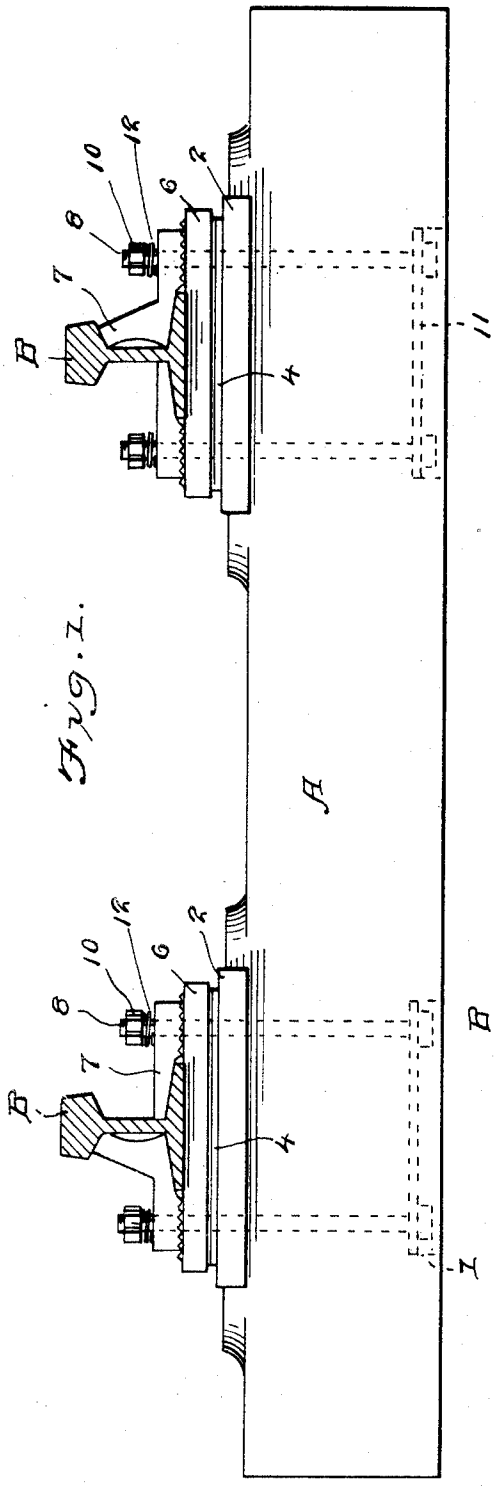


Fig. 1.

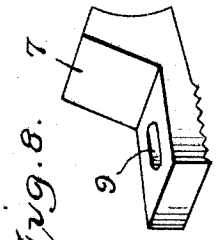


Fig. 8.

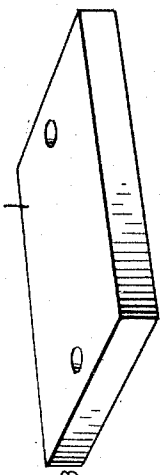


Fig. 7.

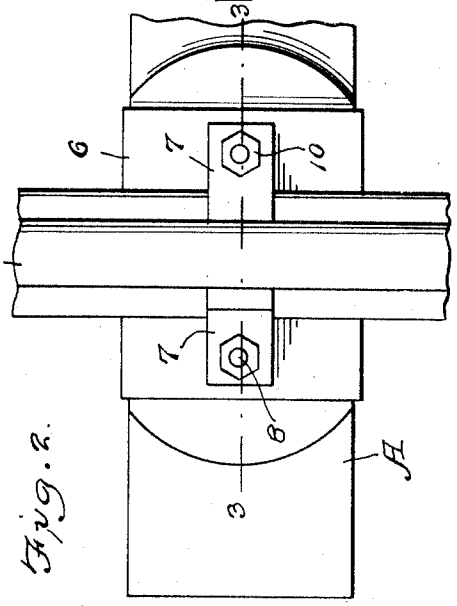


Fig. 2.

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RESILIENT SEAT FOR RAILS

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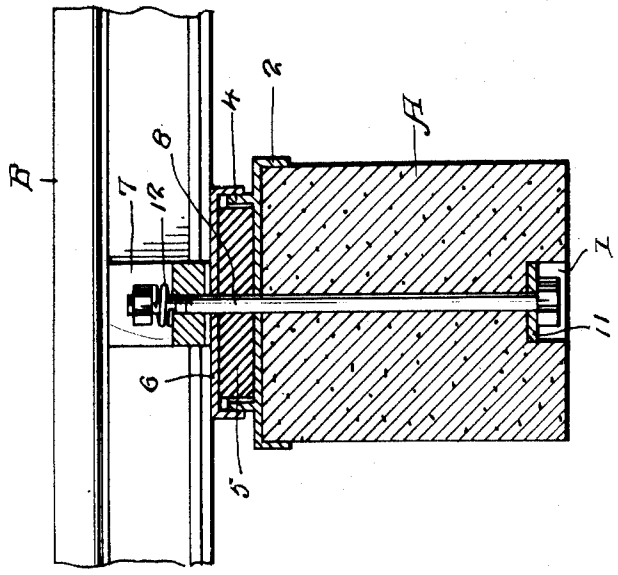


Fig. 4.

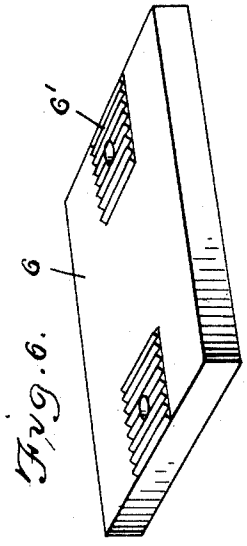


Fig. 6.

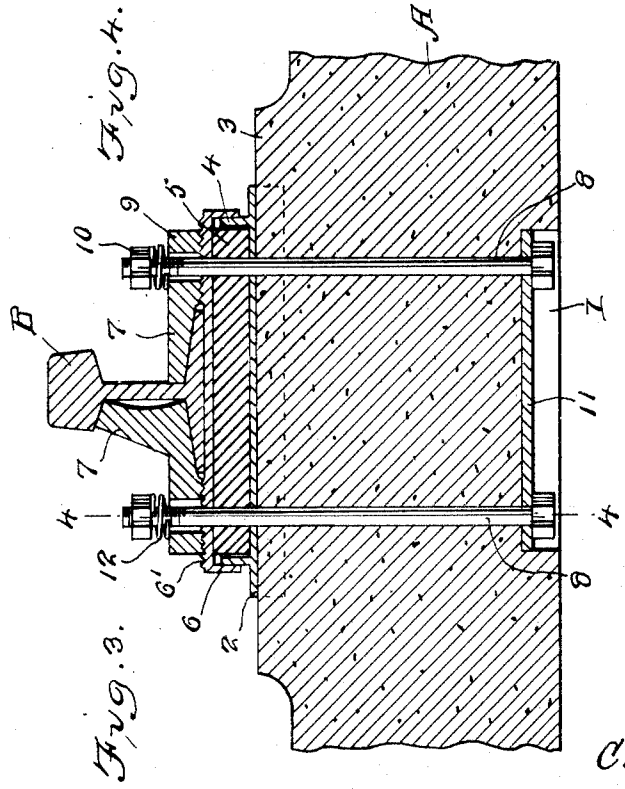


Fig. 3.

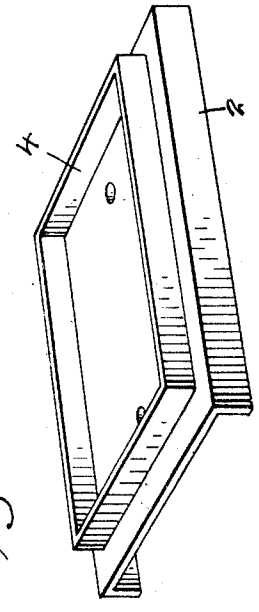


Fig. 5.

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Patented Feb. 16, 1932

1,845,912

UNITED STATES PATENT OFFICE

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RESILIENT SEAT FOR RAILS

Application filed October 6, 1930. Serial No. 486,843.

This invention relates to resilient seats for rails, the general object of the invention being to provide resilient means for supporting rails from the ties and to provide means for attaching the seats to the ties and the rails to the seats.

This invention also consists in certain other features of construction and in the combination and arrangement of the several parts, to be hereinafter fully described, illustrated in the accompanying drawings and specifically pointed out in the appended claim.

In describing the invention in detail, reference will be had to the accompanying drawings wherein like characters denote like or corresponding parts throughout the several views, and in which:—

Figure 1 is a view looking toward the side of a tie, with the seat parts in elevation and the rails in section.

Figure 2 is a top plan view of one end of Figure 1.

Figure 3 is a section on line 3—3 of Figure 2.

Figure 4 is a section on line 4—4 of Figure 3.

Figure 5 is a perspective view of the bottom member of the seat.

Figure 6 is a view of the top member.

Figure 7 is a view of the resilient member.

Figure 8 is a view of one of the rail engaging members.

In these drawings, the letter A indicates a tie and the letter B the rails of a track. The tie is preferably formed of concrete, as shown, and has a recess 1 formed in its bottom adjacent each end thereof. A channel member 2 fits over the top part of the tie, adjacent each end thereof, and I prefer to form the tie with an enlargement 3 where the member 2 engages the same. Each member 2 is formed with a rectangular flange 4 on its upper face which forms a space to receive a cushion member 5 which is formed of rubber or the like. This cushion member is of less area than the space formed by the flange so that it will have room for expansion. A flanged cover member 6 fits over the cushion member and has its flange overlapping the flange 4 so that the cushion member is protected from the weather. The rail holding members 7 are seated on the cover member 6. Bolts 8 pass through the tie, the members 2, 5 and 6 and through elongated holes 9 in the members 7 and have nuts 10 on their upper ends to hold the parts together. The lower ends of the bolts pass through a plate 11 placed in the recess 1 and springs 12 are placed on the upper ends of the bolts between the nuts and the members 7 to yieldingly hold the parts together and to permit the cushion member to expand and contract under the weight of a train passing over the track.

Thus it will be seen that I have provided resilient seats for supporting the rails on the ties so as to make the train ride more smoothly and with less jarring than is the case with tracks as now constructed. By placing the resilient members in the casings composed of the overlapping members, the same are protected from the elements and dirt and dust.

The drawings show different kinds of fastening members 7 used to fasten the rail to the device, but it will be understood that any suitable type of such means can be used.

The drawings also show the cover member 6 as formed with the toothed portions 6′ to receive similar portions on the bottoms of the members 7 so as to provide a firmer connection between the parts and to prevent slipping of the members 7 on the cover member.

It is thought from the foregoing description that the advantages and novel features of the invention will be readily apparent.

It is to be understood that changes may be made in the construction and in the combination and arrangement of the several parts, provided that such changes fall within the scope of the appended claim.

What I claim is:—

In combination with a rail and a tie, of cushioning means comprising a channeled member superimposed upon the tie to engage opposite sides thereof, a rectangular-shaped flange rising from the member to provide a seat therein, a resilient pad engaged in said seat, a cover resting upon the pad and having a marginal flange telescoped over the flange of the channeled member and having the rail

superimposed thereon, toothed portions formed on the outer face of said cover and disposed at opposite sides of the rail, clamping elements engaged with opposite sides of the rail and having roughened lower faces coacting with the toothed portions, and bolts passing through the tie and yieldably engaged with the clamping elements to hold the same at their roughened portions engaged with the toothed portions.

In testimony whereof I affix my signature.

CHARLES A. GILBERT.