

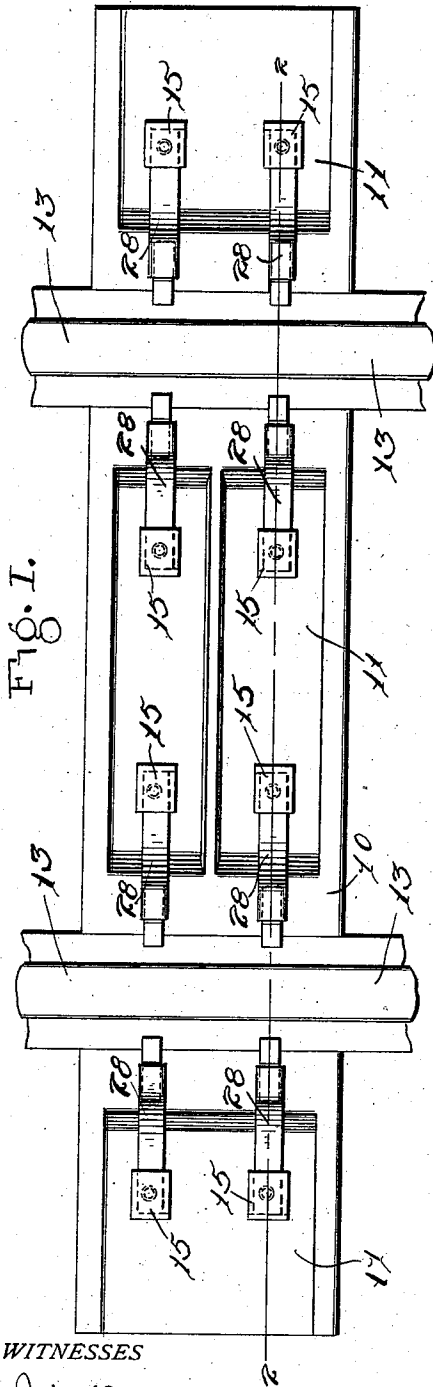
J. CARON.
RAILROAD TIE.

APPLICATION FILED NOV. 18, 1911.

1,028,674.

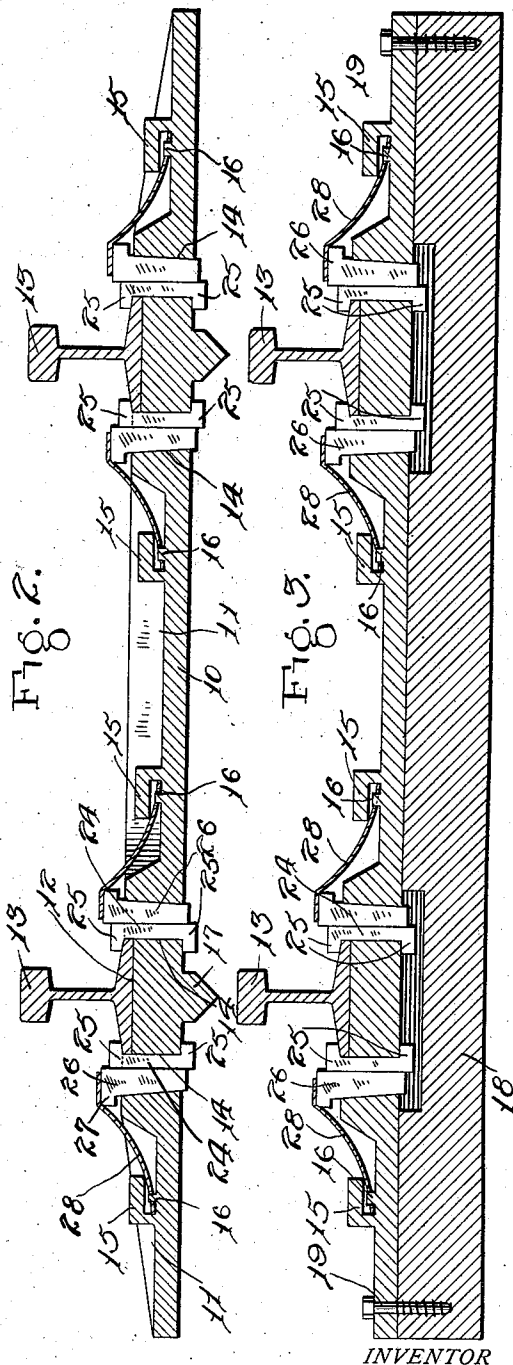
Patented June 4, 1912.

2 SHEETS-SHEET 1.



WITNESSES

J. M. Mues
L. N. Gillis



INVENTOR

Jacob Caron.

By E. C. Crooman, Attorney.

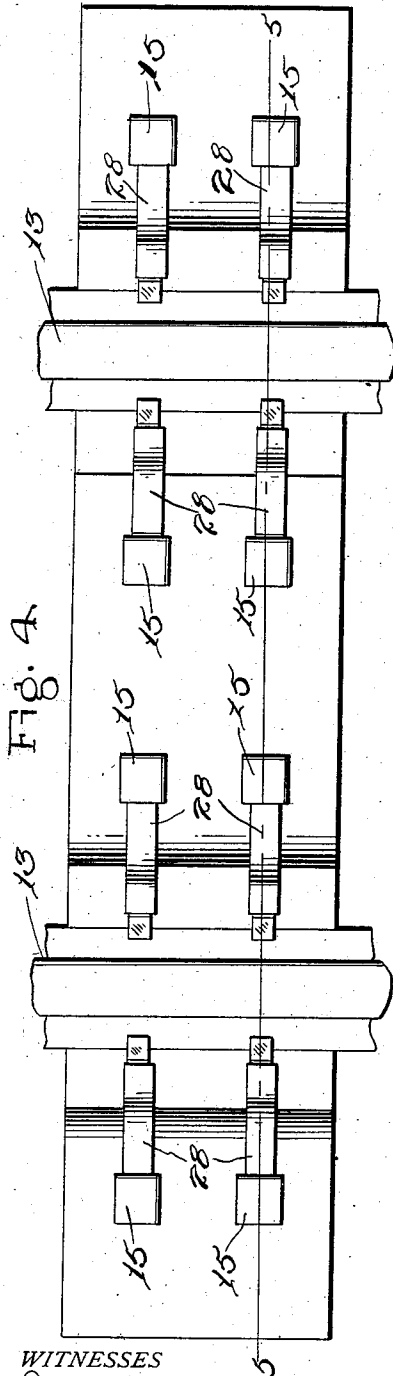
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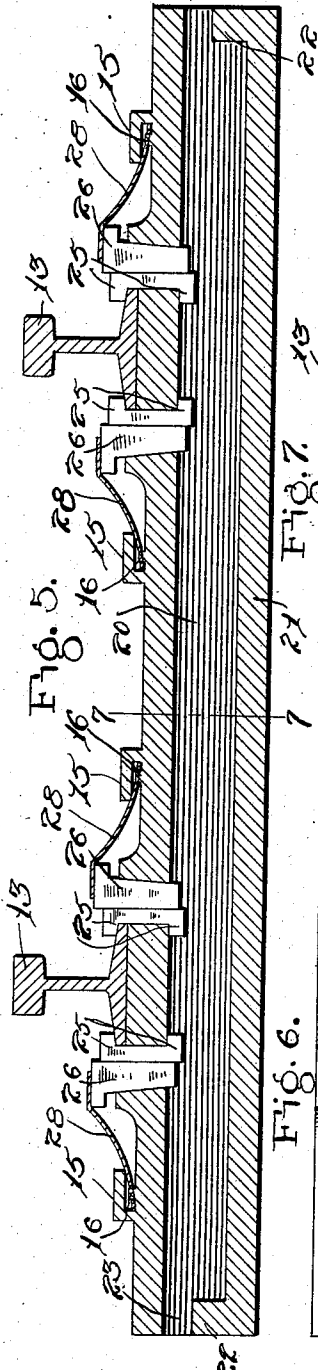
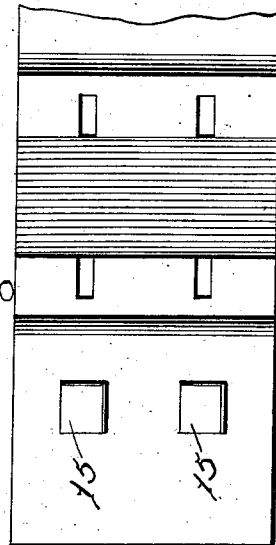


Fig. 6.



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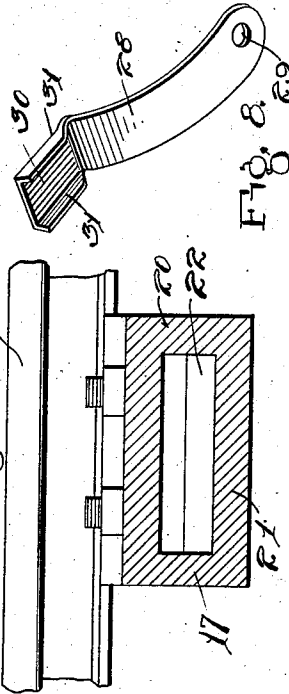
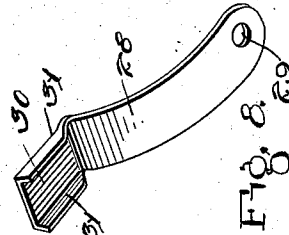


Fig. 8.



UNITED STATES PATENT OFFICE.

JACOB CARON, OF NAMPA, IDAHO.

RAILROAD-TIE.

1,028,674.

Specification of Letters Patent.

Patented June 4, 1912.

Application filed November 18, 1911. Serial No. 661,008.

To all whom it may concern:

Be it known that I, JACOB CARON, a citizen of the United States, residing at Nampa, in the county of Canyon and State of Idaho, have invented certain new and useful Improvements in Railroad-Ties, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to railway ties and has special reference to an improved form of railway tie designed to securely hold rails while at the same time permitting ready removal and replacement in the event of breakage.

The principal object of the invention is to provide a novel fastening means for rails which is used in connection with a novel form of tie.

With the above and other objects in view the invention consists in general of certain novel details of construction, combinations of parts, as will be hereinafter fully described, illustrated in the accompanying drawings, and specifically claimed.

Referring to the accompanying drawings, like characters of reference indicate like parts in the several views, and: Figure 1 is a plan view of the preferred form of my improved rail. Fig. 2 is a longitudinal section on the line 2—2, Fig. 1. Fig. 3 is a similar section of a modified form especially adapted to be used in connection with a wooden tie. Fig. 4 is a plan view of another modification wherein the tie is formed as a hollow casing. Fig. 5 is a section on the line 5—5, Fig. 4. Fig. 6 is a plan view of one end of the form shown in Fig. 4 with the rail removed and the fastening means also removed. Fig. 7 is a section on the line 7—7, Fig. 5. Fig. 8 is a detail perspective of one of certain springs used in connection with this invention.

In the preferred form of tie such as is disclosed in Figs. 1 and 2, the body of the tie consists of a flat plate 10 provided with recesses 11 for the purpose of lightness. Across the plate 10 extend recesses 12 wherein rest the bottoms of the rails 13. Adjacent the recesses 12 are provided vertically extending openings 14 which are spaced at such distances that their inner walls are apart substantially the width of the rail base. The outer walls of these recesses are inclined as can be seen by reference to Fig.

2. Seated in the recesses 11 are certain lugs 55 of inverted L-shape as indicated at 15 and projecting upwardly beneath these lugs 15 are small pins 16. In this preferred form there are provided transverse ribs 17 on the underside to prevent lateral movement of the track with respect to the ballast. In the form shown in Fig. 3 the parts are substantially identical with the exception that the ribs 17 are omitted and their places taken by means of a tie 18 whereto the metallic tie is secured by means of lag screws 19. In the form shown in Figs. 4 to 7 the ribs 17 are also dispensed with and the tie is formed with depending sides 20 between which extends the bottom 21, the ends 22 extending upward from this bottom and terminating below the top portion so as to leave the openings 23. In all of these forms the rails 13 are secured to the tie by means of clamps which each consists of a straight body 24 and angled ends 25, the latter being arranged to hook over the base of the rail and under the body of the tie. The body of these clamps is of less width than the slot 14 so that a wedge 26 may be driven behind them to hold them in place. This wedge is provided with a lip 27 for the purpose of permitting engagement of a crowbar or the like in order to lift the same out in case it becomes fixed within the openings. These wedges are held in position by springs which each consist of a body portion 28 having an opening 29 at one end and an angularly disposed extension 30 provided with side flanges 31 at the other end. The extension 30 rests on the top of the respective wedge while the opening 29 engages the respective pin 16. By this means loss of these springs is prevented and the flanges 31 serve to prevent accidental lateral movement.

In assembling the device it becomes necessary to place the rails in position, put the clamps 24 through the openings 14, drive in the wedges, and spring the members 28 over the wedges.

There has thus been provided a simple and efficient device of the kind described and for the purpose specified.

Having thus described my invention, what I claim as new, is:

A railroad tie consisting of a body portion provided with spaced openings and having inverted L-shaped lugs adjacent said

openings, and pins projecting upward beneath said lugs; in combination with rail clamps held in said openings, a wedge behind each rail clamp to hold the same in position, and a spring for each wedge comprising a body portion having an opening at one end to engage the respective pin, an angled portion to rest on the head of the re-

spective wedge and side flanges to engage against the sides of said head. 10

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

JACOB CARON.

Witnesses:

ULRIC GALANDE,
A. G. BENNETT.

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