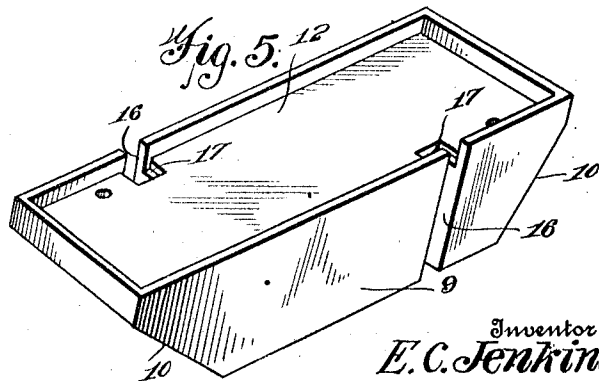
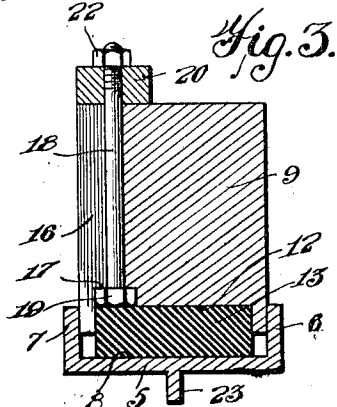
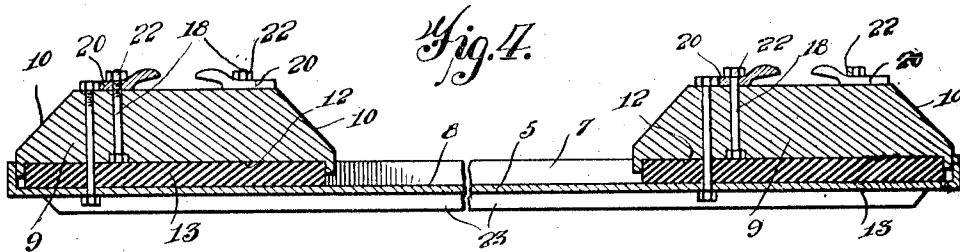
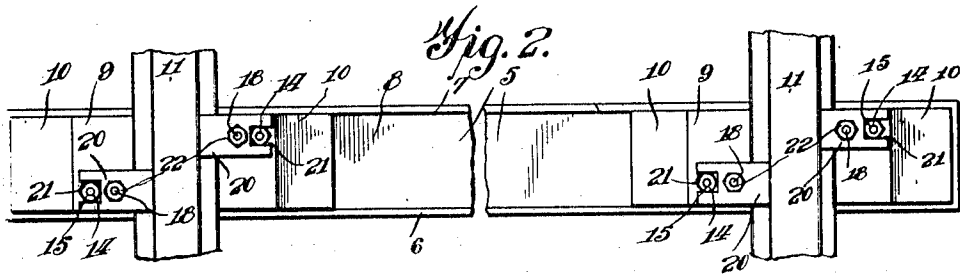
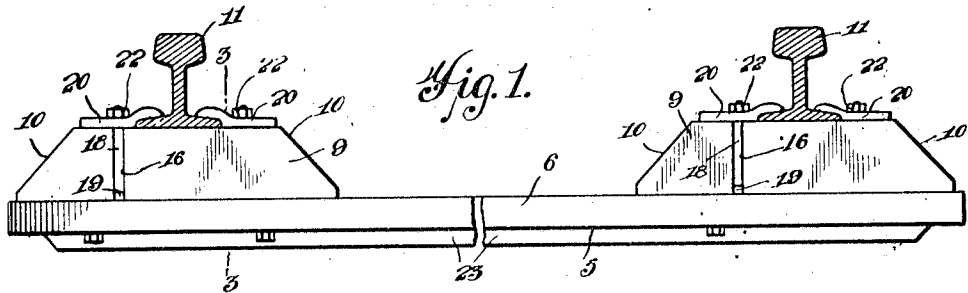


E. C. JENKINS.
RAILWAY TIE.
APPLICATION FILED FEB. 27, 1912.

1,040,205.

Patented Oct. 1, 1912.
2 SHEETS—SHEET 1.



Witnesses

Carroll Bailey
A. O. Paulsen.

Inventor
E. C. Jenkins

by Victor J. Evans

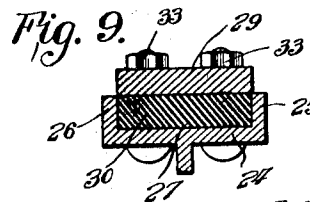
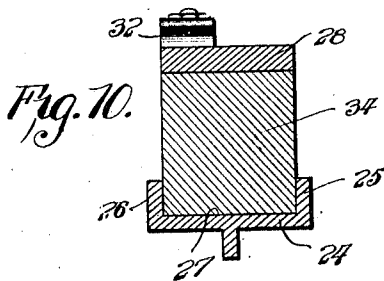
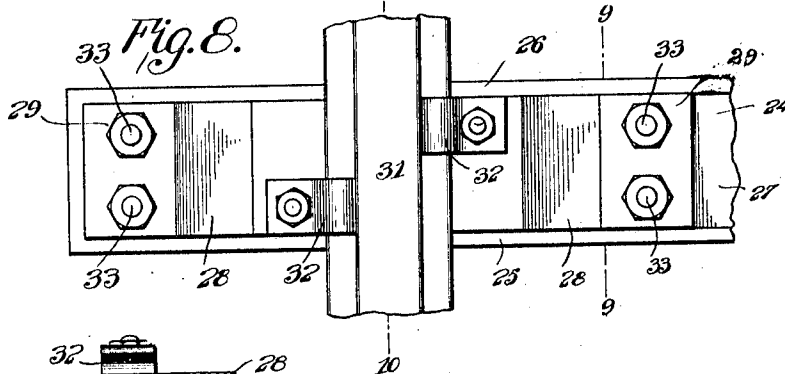
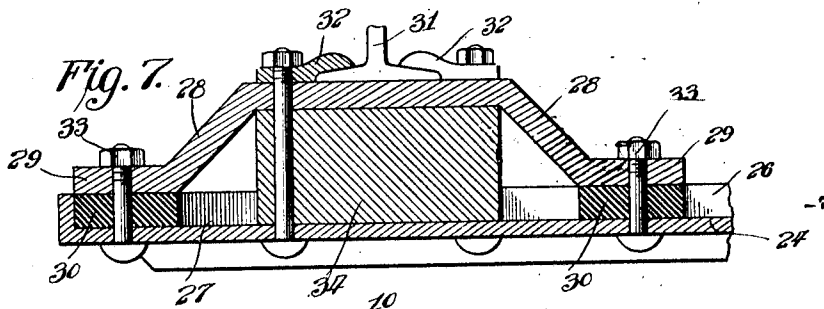
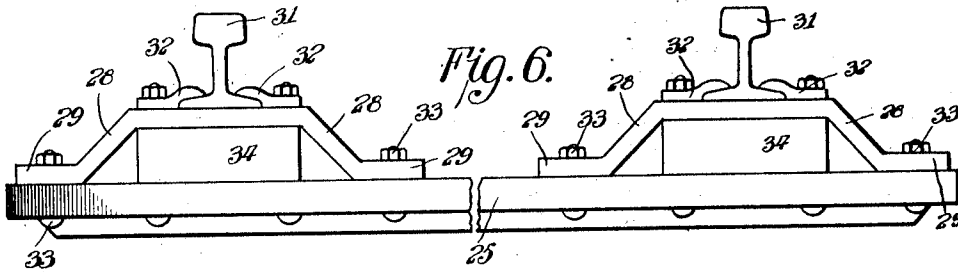
Attorney

E. C. JENKINS.
RAILWAY TIE.
APPLICATION FILED FEB. 27, 1912.

1,040,205.

Patented Oct. 1, 1912.

2 SHEETS—SHEET 2.



Inventor
E. C. Jenkins,

Witnesses

Garroll Bailey

L. O. Fadden

By Victor J. Evans

Attorney

UNITED STATES PATENT OFFICE.

EDWIN C. JENKINS, OF BELOIT, WISCONSIN.

RAILWAY-TIE.

1,040,205.

Specification of Letters Patent.

Patented Oct. 1, 1912.

Application filed February 27, 1912. Serial No. 680,146.

To all whom it may concern:

Be it known that I, EDWIN C. JENKINS, a citizen of the United States, residing at Beloit, in the county of Rock and State of Wisconsin, have invented new and useful Improvements in Railway-Ties, of which the following is a specification.

The invention relates to railway ties, and has for its primary object to provide a tie, in which the rails may be firmly held thereon, yet all sudden shocks and jars, incident to the travel of the car wheels thereover, will be obviated or absorbed, thus reducing the vibrations in the rails.

Another object of the invention is the provision of a cross tie, in which cushions will be held, so as to minimize vibration, incident to the travel of the cars over the rails, and that will securely support the rails, without the possibility of the same spreading or otherwise becoming displaced.

A further object of the invention is the provision of a cross tie of this character which is simple in construction, strong, durable, possessing maximum lasting qualities, and that is inexpensive in manufacture.

With these and other objects in view, the invention consists in the construction, combination and arrangement of parts, as will be hereinafter more fully described, illustrated in the accompanying drawings, and pointed out in the claims hereunto appended.

In the drawings: Figure 1 is a side elevation of a cross tie constructed in accordance with the invention, showing the rails supported thereby. Fig. 2 is a top plan view thereof. Fig. 3 is a sectional view on the line 3—3 of Fig. 1. Fig. 4 is a vertical longitudinal sectional view through the cross tie. Fig. 5 is a perspective view of one of the supporting blocks for one rail, looking toward the bottom of said block. Fig. 6 is a side elevation of a modified form of cross-tie. Fig. 7 is a fragmentary, vertical, longitudinal, sectional view therethrough. Fig. 8 is a fragmentary top plan view of the same. Fig. 9 is a sectional view on the line 9—9 of Fig. 8. Fig. 10 is a sectional view on the line 10—10 of Fig. 8.

Similar reference characters indicate corresponding parts throughout the several views of the drawings.

Referring to the drawings by numerals, the cross tie comprises a base 5, the same being formed with upturned flanges 6 and 7 at

the longitudinal sides and ends, respectively, thereof to provide an elongated seat 8 in the top of the base throughout the longitudinal extent thereof. Removably fitted in the seat 8 are rail supporting blocks 9, each being provided with beveled ends 10, and upon which rest the ordinary railway rails 11, the same being clamped thereto, in a manner presently described. Each block is formed with a recess 12, in its under face, in which is fitted a resilient block 13, preferably constructed from rubber, and is adapted to rest upon the base 5 in the seat 8 formed therein.

Passed through the base 5 upwardly through the under side thereof are anchoring bolts 14, the same being also passed upwardly through the blocks 9, and carry the usual nuts 15 which securely fasten the bolts 14 in the base and said blocks, and also retain the latter against lateral displacement when superimposed upon the resilient blocks 13 interposed between the said blocks 9 and the base 5. Should the blocks 9 work loose, the nuts 15 may be adjusted for the tightening thereof. Also the blocks 9 may be readily detached from the bolts, should the occasion require, and in this manner the resilient blocks 13 may be renewed from time to time.

Cut into each of the supporting blocks 9, at opposite sides thereof, and in diagonal relation to each other, are vertical slots 16, the same opening into counter seats 17 formed in the under face of the said supporting blocks, and are adapted to receive bolt members 18, the heads 19 of which engage in the counter seats 17, and these bolt members 18 engage clamps 20 which extend over the base flange of each rail for gripping and holding the same upon the supporting block 9, the clamps 20 being formed with notches 21, in which are received the nuts 15 carried by the anchoring bolts 14. Thus it will be seen that the said nuts 15 will be held locked, and also the clamps 20 will be prevented from turning on the bolts 18.

Threaded on the bolts 18 are nuts 22 which fasten the clamps, whereby the latter will grip the rail for firmly holding it against spreading or otherwise displacement on the supporting block.

Formed on the under face of the base 5, centrally thereof, and extending substantially the length of the same is a depending wing or fin 23, which anchors the said base

5 in the ground, when the latter is positioned at the proper point thereon.

In Figs. 6 to 10 there is shown a slight modification of cross-tie which comprises a
 5 base 24, formed with upturned flanges 25 and 26 respectively at the longitudinal side and end thereof to provide an elongated seat 27 in the top of the base throughout the longitudinal extent thereof. Removably
 10 fitted in the seat 27 are rail-supporting arms 28 each being substantially inverted V-shaped having its ends out-turned to form feet 29, the latter being designed to rest upon resilient blocks 30 suitably anchored in the base 24 directly beneath the said feet
 15 29 of the support so as to permit the same to slightly yield when subjected to pressure due to loads upon the rails 31 mounted upon said supports. Detachably connected with
 20 each support are clamps 32 which latter are adapted to engage the base of the rail 31 for the fastening of the same upon the support so as to prevent lateral displacement of each rail.

25 Passing through the feet 29, resilient blocks 30 and the bottom of the base 24 are detachable bolt members 33 which securely fasten the said support in position upon the base and also fasten the resilient
 30 blocks 30 between the base and the feet of said support as is clearly shown.

Arranged between the supports 28 and the base medially with respect to said supports are blocks 34 which prevent the sagging of
 35 the centers of the supports or the spreading of the ends of feet thereof.

From the foregoing, taken in connection with the accompanying drawings, it is
 40 thought that the construction and purpose of the invention will be readily understood,

without requiring a more extended explanation.

What is claimed is:

1. A rail tie, comprising a trough-like base, supporting blocks arranged in the hollow of the base, resilient means interposed
 45 between said blocks and the base, bolt members passed through the blocks, said resilient means and the base, nuts engaging said bolt members, and rail clamps detachably
 50 connected with the said blocks and having notches receiving the nuts of said bolts.

2. A rail tie, comprising a trough-like base, supporting members arranged in the hollow of the base, resilient means interposed
 55 between said members and the base, bolt members passed through the first named members, said resilient means and the base, nuts engaging said bolt members, rail clamps detachably connected with the said
 60 first named members and having notches receiving the nuts of said bolts, and means detachably securing the said rail clamps on the first named members.

3. A rail tie, comprising a trough-like
 65 base, supporting blocks arranged in the hollow of the base, resilient means interposed between said blocks and the base, bolt members passed through the blocks, said resilient means and the base, nuts engaging said
 70 bolt members, rail clamps detachably connected with the said blocks and having notches receiving the nuts of said bolts, means detachably securing the said rail clamps on the blocks, and a fin depending
 75 from the bottom of said base.

EDWIN C. JENKINS.

Witnesses:

H. W. ADAMS,
 HERBERT COX.