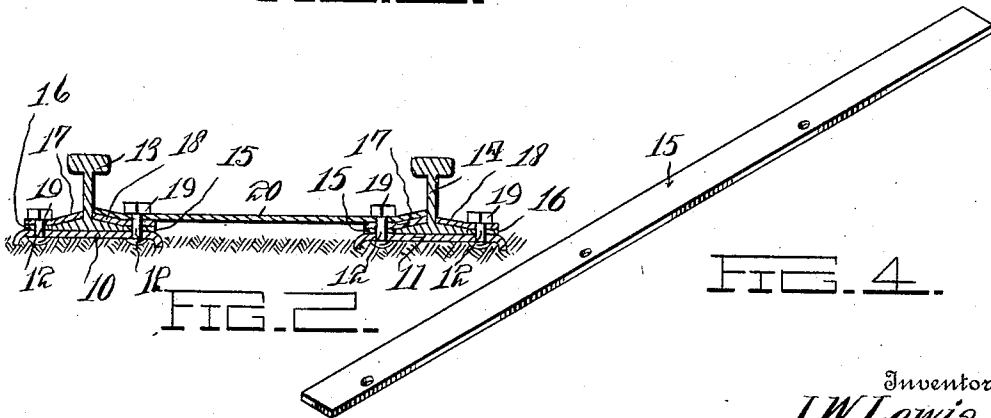
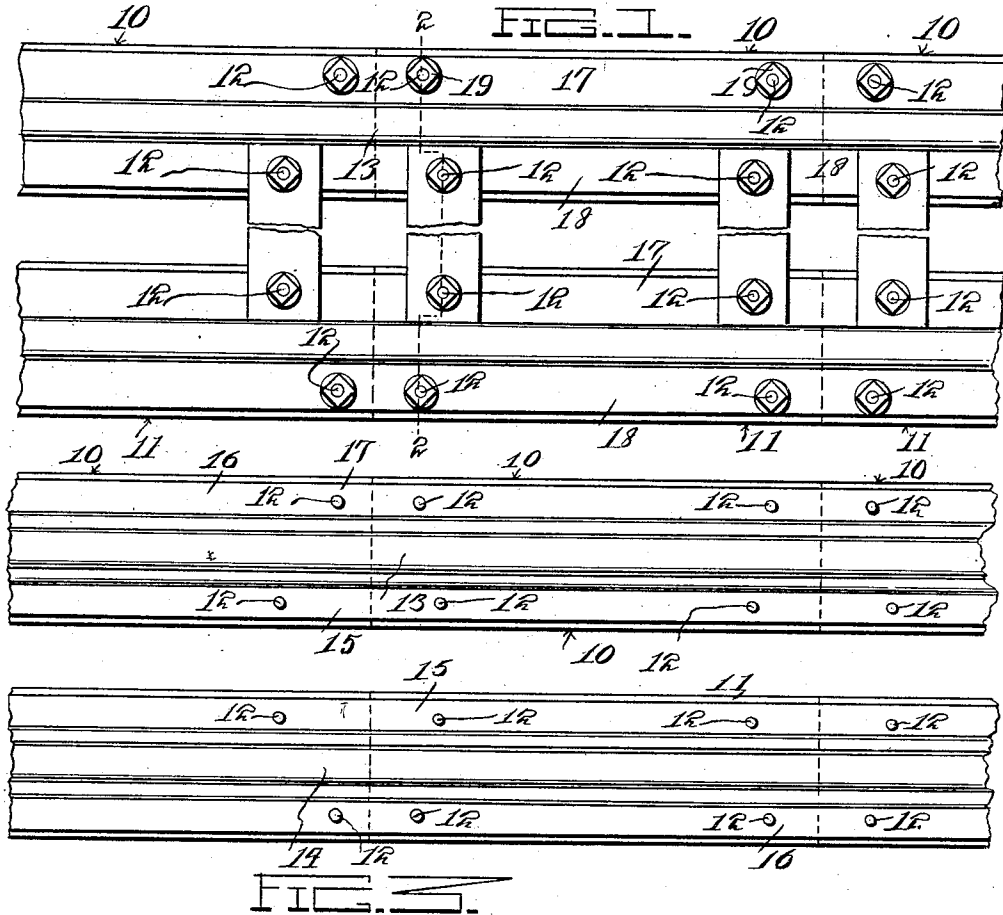


J. W. LEWIS.
RAILROAD TRACK CONSTRUCTION.
APPLICATION FILED JULY 26, 1912.

1,050,475.

Patented Jan. 14, 1913.



Witnesses
W. H. Taylor
Henry T. Bright

Inventor
J. W. Lewis.

By *Charles H. Hume*

Attorneys

UNITED STATES PATENT OFFICE.

JOHN WALTER LEWIS, OF DEXTER, KANSAS.

RAILROAD-TRACK CONSTRUCTION.

1,050,475.

Specification of Letters Patent.

Patented Jan. 14, 1913.

Application filed July 26, 1912. Serial No. 711,635.

To all whom it may concern:

Be it known that I, JOHN W. LEWIS, a citizen of the United States, residing at Dexter, in the county of Cowley, State of Kansas, have invented certain new and useful Improvements in Railroad-Track Construction; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable other skilled in the art to which it appertains to make and use the same.

This invention relates to railroad track constructions.

The object of the invention resides in the provision of means for supporting and fastening the rails of a railroad track without the use of wooden ties.

A further object of the invention resides in the provision of a railroad track construction which will eliminate the use of wooden ties and at the same time permit the track to be laid and repaired with facility.

With the above and other objects in view, the invention consists in the details of construction and in the arrangement and combination of parts to be hereinafter more fully described and particularly pointed out in the appended claim.

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

Figure 1 is a plan view of a section of railroad track embodying the invention, Fig. 2, a section on the line 2—2 of Fig. 1, Fig. 3, a view similar to Fig. 1 with the cross bars and rail clamping plates of the structure removed, and Fig. 4, a detail perspective view of one of the side locking plates employed in the structure.

Referring to the drawings the track illustrated is shown as constructed of parallel spaced metallic sills 10 and 11, the sills 10 being arranged on one side of the track in longitudinal alinement and the sills 11 correspondingly arranged on the other side of the track. The sills 10 and 11 are curved in cross section, so that when placed upon the ground they will be automatically locked against lateral movement. Each of the sills 10 and 11 has inserted therethrough, from the under side adjacent each corner, bolts 12 and seated upon the upper side of the sills 10 and 11 between transversely alined

bolts 12 are rails 13 and 14 respectively. Disposed upon the upper side of each of the sills 10 and 11 are inner and outer side locking plates 15 and 16, the inner side locking plate being engaged over the innermost longitudinally alined bolts 12 and having its inner edge in engagement with the inner edge of the base of the rail adjacent thereto, while the outer side locking plate is engaged over the outermost longitudinally alined bolts 12 and has its inner edge in engagement with the outer edge of the base of the adjacent rail. By this construction it will be apparent that the rails 13 and 14 are locked against movement laterally upon respective sills 10 and 11. The rails 13 and 14 are secured against vertical movement on respective sills 10 and 11 by means of inner and outer clamping plates 17 and 18 respectively. The inner clamping plates 17 are engaged over the innermost longitudinally alined bolts 12 in overlapping relation to the inner side locking plate 15 and the base of the adjacent rail, while the outer clamping plate 18 is engaged over the outermost longitudinally alined bolts 12 in overlapping relation to the outer side clamping plate 16 and the base of the adjacent rail. After the outer clamping plate 18 has been applied to each sill same is forced into clamping relation to the base of the adjacent rail and the outer side locking plate 16 by means of nuts 19 engaged on the outermost longitudinally alined bolts 12 respectively. Before the nuts 19 are applied to the innermost longitudinally alined bolts of the sills 10 and 11 cross bars 20 are engaged over the innermost bolts 12 at corresponding ends of the sills 10 and 11 and in this manner the sills are secured against spreading. After the cross bars have been thus engaged over the bolts 12 the nuts 19 are applied and operated to force the inner clamping plate against the inner side locking plate and the bases of adjacent rails. It will thus be seen that there has been provided a railroad track construction wherein the use of wooden ties is entirely eliminated and which at the same time will permit the track to be laid with facility.

What is claimed, is:—

In a railroad track construction, a pair of parallel spaced sills, rails seated upon said sills longitudinally of the latter respectively, bolts projected through each of said sills on each side of respective rails, a pair of side

locking plates disposed upon each sill on opposite sides of the rail respectively and engaged over certain of said bolts, the inner edges of said side locking plates engaging the adjacent edges of the rail base whereby said rail is secured against movement laterally, a clamping plate disposed upon each side locking plate and in overlapping relation to the adjacent rail base, said clamping plate being engaged respectively over certain of said bolts, cross plates having their ends engaged over corresponding bolts of respective sills and disposed upon the innermost clamping plates respectively, and nuts on said bolts respectively for clamping the parts engaged by the various bolts together. 15

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

JOHN WALTER LEWIS.

Witnesses:
J. N. SIMMONS,
C. V. DIXON.

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