

(No Model.)

H. B. CAMP.
TRACK.

No. 555,801.

Patented Mar. 3, 1896.

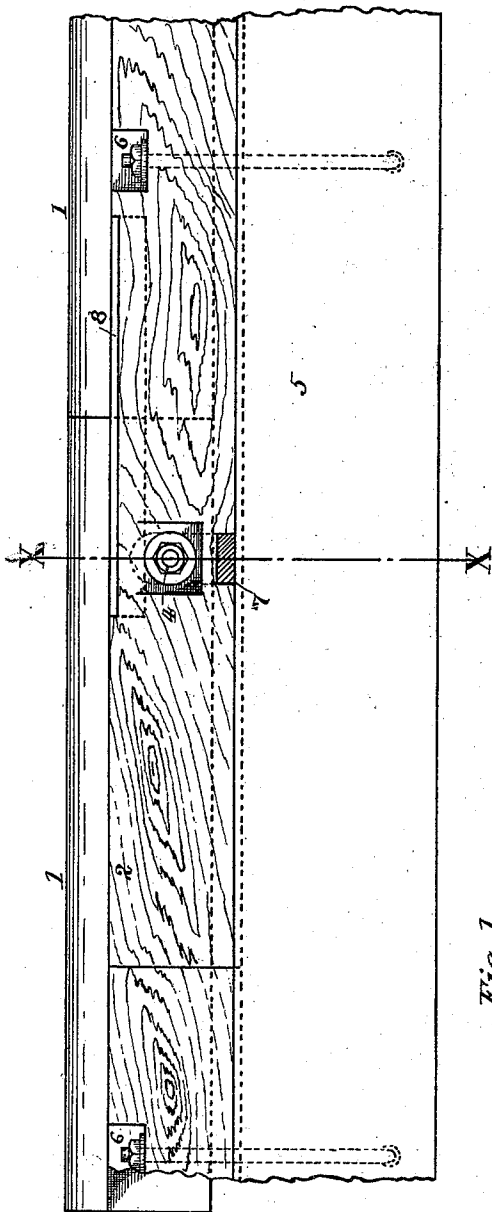


Fig. 1.

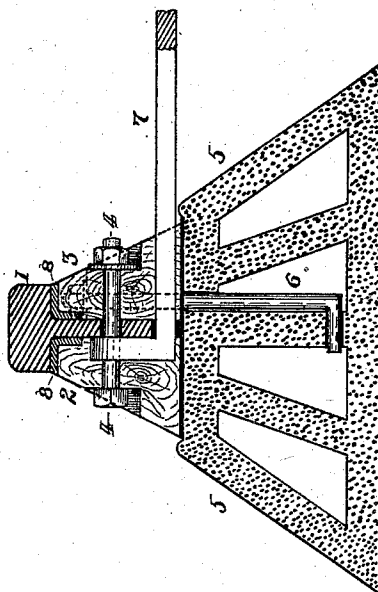


Fig. 2.

Witnesses

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UNITED STATES PATENT OFFICE.

HORACE B. CAMP, OF AKRON, OHIO.

TRACK.

SPECIFICATION forming part of Letters Patent No. 555,801, dated March 3, 1896.

Application filed July 31, 1895. Serial No. 557,691. (No model.)

To all whom it may concern:

Be it known that I, HORACE B. CAMP, a citizen of the United States, residing at Akron, in the county of Summit and State of Ohio, have invented a certain new and useful Improvement in Tracks, of which the following is a specification.

My invention has relation to improvements in chairs and sleepers for railroads, and has especial relation to that class of railroads which have electricity for their motive power.

The objects of my invention are to provide a strong serviceable sleeper, not subject to decay, yet of such construction as will subserve all the requirements of the ordinary sleeper now in use; also to provide a suitable chair to rest on this sleeper and sustain the rail proper, which shall be strong, yet capable of such elasticity as will remove the jar incident to the passage of cars over the rail.

To the aforesaid objects my invention consists in the peculiar and novel construction, combination and arrangement of the various parts hereinafter described, reference being had to the accompanying drawings, forming a part of this specification.

In the accompanying drawings, in which similar reference-numerals indicate like parts in both views, Figure 1 is a side elevation of my improved chair and sleeper with its accompanying rail; Fig. 2, a vertical section of the same at the line *xx* of Fig. 1.

In the drawings, 1 is the rail proper, of iron or steel, being made in the form of a T. On each side of the dependent portion of this rail are two wooden chairs 2 and 3 extending the entire length of the rail. These chairs are made with a flat top having a width equal to the width of the under portions of the head of the rail from its central depending part to the outer edges of the head. The outer sides slope outwardly toward the base, which is much wider than the top, its section therefore being one-half of a truncated pyramid.

The two chairs are held against the dependent part of the rail and drawn toward each other by horizontal bolts 4 passing through both of them and through holes in the rail, pockets being cut in the outer sides of the chairs to receive the heads and nuts of the bolts. The bases of these chairs are in a hori-

zontal plane and form a substantially solid block, resting on a sleeper 5, made of earthenware, having a section in the form of a truncated pyramid with a broad base. This sleeper 5 is hollow to insure evenness in burning, and the chairs 2 and 3 are fastened to it by a stay-bolt 6, which hooks into a slot in the main partition, near the bottom of the sleeper 5, passing up through its upper surface, through one of the chairs, and out into a pocket cut into one of the inclined sides thereof, where it is fastened by a nut.

In practice I prefer to spread a thin layer of cement between the chairs and sleeper to insure a perfect joint. It is shown by the heavy line between them.

The two rails of the track are held at the correct distance apart by a tie-rod 7 consisting of a rod with its ends bent at right angles to its length. These rods pass through the inner chair, 3, and under the dependent portion of the rail, and their bent ends are firmly held between it and the other chair. At the joint between the ends of the rails are two fish-plates 8 made of angle-iron and set into the inner upper edges of the chairs, and are used to prevent the bending down of the rail ends by the weight of the car.

What I claim is—

1. A track for railroads, consisting of a T-rail, a pair of wooden chairs arranged to receive the weight of said rail on their upper faces and clamp the dependent portion of said rail between them and an earthenware sleeper arranged to sustain said chairs on its upper face, substantially as shown and described.

2. A track for railroads consisting of a T-rail, a pair of wooden chairs having outwardly-sloping sides and arranged to clamp the dependent portion of said rail, an earthenware sleeper also having outwardly-sloping sides and a stay-bolt arranged to unite said chairs and sleeper, substantially as shown and described.

3. A track for railroads, consisting of a T-rail, a pair of wooden chairs adapted to clamp between the dependent portion of said rail, an earthenware sleeper of substantially a truncated pyramid form, a stay-bolt adapted to unite said chairs and sleeper, and a tie-rod arranged to extend between the two rails of

said track and keep them relatively parallel, substantially as shown and described.

4. In a track for railroads consisting of a T-rail, a pair of wooden chairs clamped by bolts to each side of the dependent portion of said rail, the combination of a hollow earthenware sleeper, united thereto by a stay-bolt, substantially as shown and described.

5. In a track for railroads, consisting of a T-rail, a pair of wooden chairs, clamped about the dependent portion of said rail by bolts, a sleeper of hollow earthenware, united by a stay-bolt to said chairs, in combination with a tie-rod arranged to have its ends clamped between one of said chairs and rail and to pass under said rail and through the other

chair to the opposite side of said track, substantially as shown and described.

6. A track for railroads consisting of a T-rail, a pair of wooden chairs, clamped about the dependent portion of said rail by bolts, a tie-rod adapted to unite the two rails of said tracks, a hollow sleeper of earthenware, in combination with a hooked stay-bolt to unite said chairs and sleeper, substantially as shown and described.

In testimony that I claim the above I hereunto set my hand.

HORACE B. CAMP.

In presence of—

C. E. HUMPHREY,

C. T. GRANT.