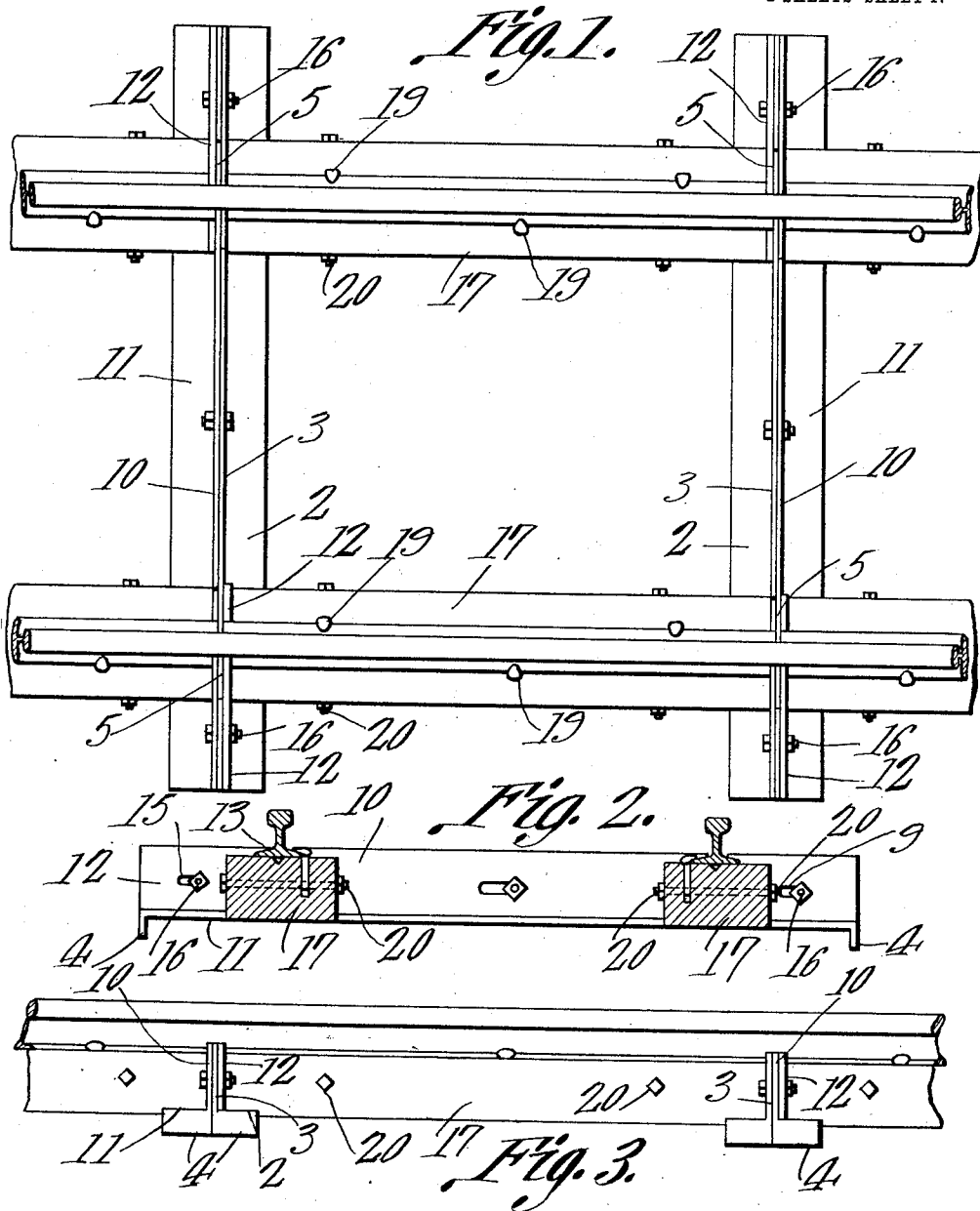


H. H. ASHLOCK.
RAILROAD CONSTRUCTION.
APPLICATION FILED APR. 8, 1911.

1,058,520.

Patented Apr. 8, 1913.

2 SHEETS-SHEET 1.



Witnesses

J. R. Tomlin
L. H. Wilcox



Henry H. Ashlock,
Inventor

by

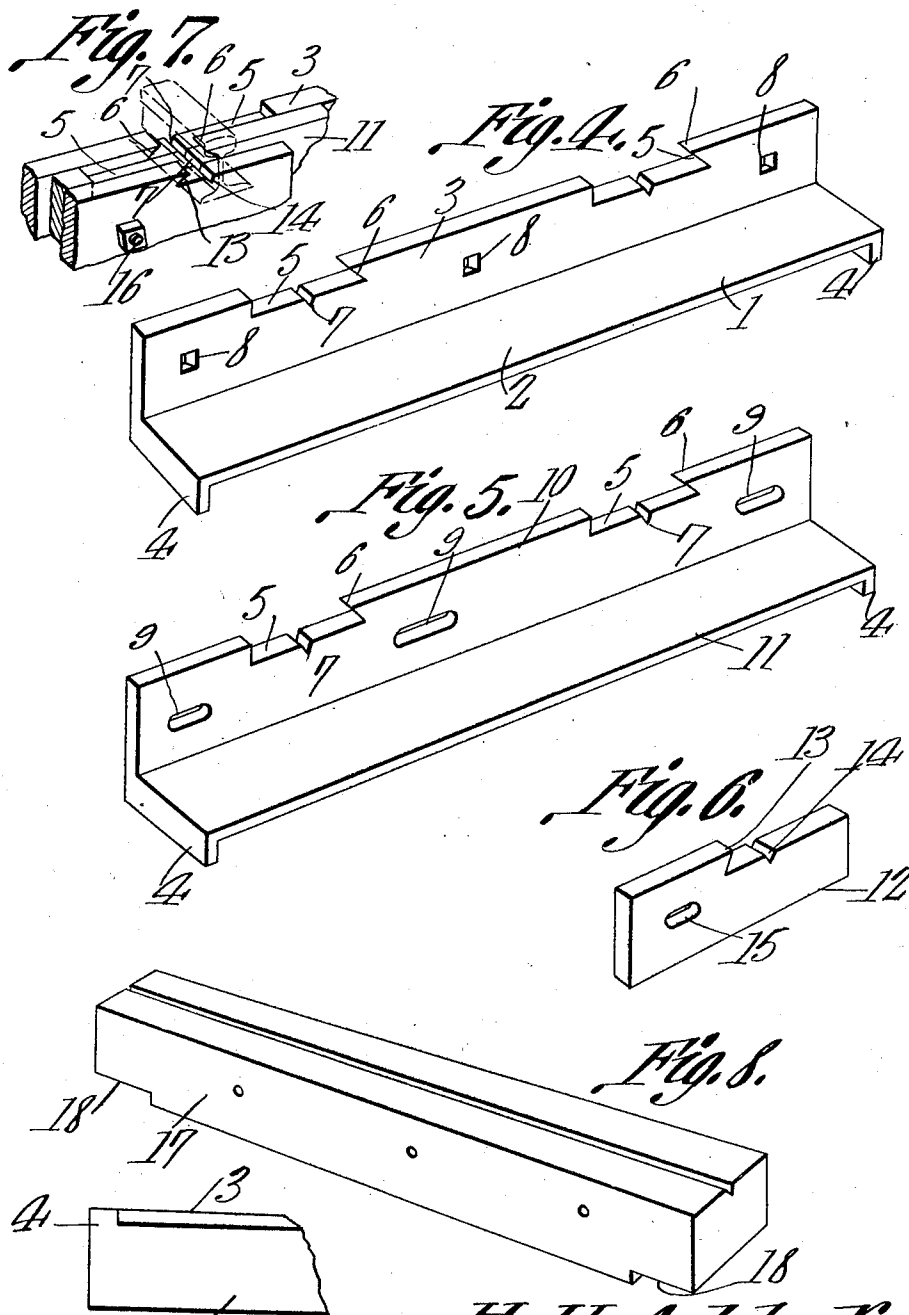
C. A. Snow & Co.
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UNITED STATES PATENT OFFICE.

HENRY H. ASHLOCK, OF KANSAS CITY, MISSOURI.

RAILROAD CONSTRUCTION.

1,058,520.

Specification of Letters Patent.

Patented Apr. 8, 1913.

Application filed April 6, 1911. Serial No. 619,409.

To all whom it may concern:

Be it known that I, HENRY H. ASHLOCK, a citizen of the United States, residing at Kansas City, in the county of Jackson and State of Missouri, have invented a new and useful Railroad Construction, of which the following is a specification.

This invention relates to railroad constructions and more particularly to an improvement in tracks of that type commonly known as "permanent ways", one of the objects of the invention being to provide metallic ties made up of sections adjustably connected, said sections including rail engaging means whereby, when the sections are shifted relative to each other, the rails supported thereby will be firmly engaged and held.

Another object is to provide means interposed between the ties for bracing them and for supporting the rails at points between the ties, said interposed means and the ties being shaped to receive conducting wires or the like utilized in railway signaling apparatus, etc.

Another object is to provide ties which can be produced at comparatively slight cost and the parts of which can be quickly assembled and adjusted.

Another object is to provide improved means whereby creeping of the ties is prevented.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed can be made within the scope of what is claimed without departing from the spirit of the invention.

In the accompanying drawings, the preferred form of the invention has been shown.

In said drawings:—Figure 1 is a plan view of a portion of a track constructed in accordance with the present invention. Fig. 2 is a transverse section through the track. Fig. 3 is a side elevation thereof. Fig. 4 is a perspective view of one of the tie sections. Fig. 5 is a perspective view of the other tie section. Fig. 6 is a perspective view of one of the rail engaging plates. Fig. 7 is a perspective view of portions of the tie sections and one of the plates assembled. Fig. 8 is a perspective view of one of the stringers. Fig. 9 is a plan view of one end

portion of a tie section prior to the bending of the terminal thereof. Fig. 10 is a perspective view of one of the rail fastening spikes.

Referring to the figures by characters of reference 1 designates an angular section preferably formed of rolled steel and including a base 2 and a web 3, said base being formed with a flange 4 at each end thereof and extending throughout its width, said flange projecting downwardly from the base. Recesses 5 are formed in the upper edge of the web 3, each of these recesses having overhanging end walls, as indicated at 6 and having a channel 7 in the bottom thereof at its center.

Angular openings 8 are formed within the web 3 at its center and adjacent its ends these openings are designed to register with slots 9 formed in the web 10 of a member 11 similar to the tie section 1 in all other respects. The two sections 1 and 11 are adapted to be placed with their webs 3 and 10 in contact and with their flanges 4 engaging the road bed so as to hold the sections against longitudinal movement. The recesses in the webs of the two sections will thus register and the rails to be secured are placed within these recesses and the two sections are shifted in opposite directions so that the overhanging wall 6 at one end of one of the recesses of each registering pair will engage one base flange of a rail, while the wall 6 at the other end of the other recess of said pair will engage the other base flange.

A fastening plate 12 is adapted to be placed against one of the webs and has a jaw 13 upon its upper edge corresponding with one of the overhanging walls 6, there being a groove 14 in the upper edge of the plate and adapted to register with the groove 7. A slot 15 is formed in the plate and when the two sections 1 and 11 and the plate are assembled, a single bolt, such as indicated at 16, may be inserted through the registering openings 8, 9 and 15 and thus utilized for binding the parts together and holding them against relative movement. As shown in Fig. 7, the parts, when assembled, are arranged with the jaw 13 and the overhanging wall 6 with which it alines located beyond opposed faces of the web from which the other rail engaging wall 6 projects. The rail will therefore be gripped at two points on one side and at a single point on its other side, the various rail engaging

walls or jaws thus coöperating to hold the tie and the rails at fixed angles relative to each other.

The ties which have been described may be placed at any desired distances apart and interposed between the end portions of the ties are stringers 17 preferably formed of wood and having recesses in the ends of the lower faces thereof, these recesses being indicated at 18 and adapted to receive the bases of the tie sections. The ends of the stringers abut against the webs of the tie sections while the lower faces of said stringers bear downwardly on the bases of the sections and, between said sections, on the road bed. The rails fit snugly upon these stringers and are adapted to be secured to them by means of spikes 19 differing from the ordinary railroad spike in that the wedge shaped end of the spike is extended in the direction of the length of the head thereof instead of transversely of the length of the head as ordinarily. This is clearly shown in Fig. 10. Such a construction is employed to prevent splitting of the stringers when the spikes are driven thereinto so that their heads will engage the rails. These spikes constitute means for holding the stringers against lateral displacement. The ends of the stringers, by bearing downwardly upon the bases of the tie sections and by abutting against the webs prevent distortion of said tie sections such as might otherwise result when the weight of a car is applied thereto.

It is designed to treat the stringers with a suitable preservative.

Each of the stringers is preferably provided with a desired number of tie bolts 20 extending transversely therethrough and which serve to prevent the stringers from splitting.

It will be apparent that the ties can be

readily and cheaply produced and can be easily assembled, the relative movement of the sections permitting the use of jaws integral with the sections for the purpose of engaging the rails, thus dispensing with the use of ordinary rail fastening devices and eliminating all danger of the rails working loose and spreading.

By providing the registering grooves within the sections of the tie, and within the stringers, conducting wires or the like may be housed between said parts and the bases of the rails, thus avoiding the necessity of utilizing conduits where signaling apparatus or other electrically operated mechanism is to be employed in connection with the railroad system.

What is claimed is:—

A metallic railway tie including opposed sections having similar rail receiving recesses in their upper edges, each recess having an overhanging end wall, the overhanging walls in the recesses in the two sections being oppositely disposed so as to engage opposite sides of a rail seated in the recesses, a rail engaging element having an overhanging rail engaging portion upon its upper edge, and means for adjustably connecting said sections and element, the overhanging rail engaging portion of said element and the overhanging wall of a recess in one section being adapted to engage one side of a rail, the overhanging end wall of the recess in the section between said element and the other section being adapted to engage the other side of the rail.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

HENRY H. ASHLOCK

Witnesses:

FRANK B. OCHSENREITER,
LENA WILLSON.