

C. H. SUMMERSON, JR.

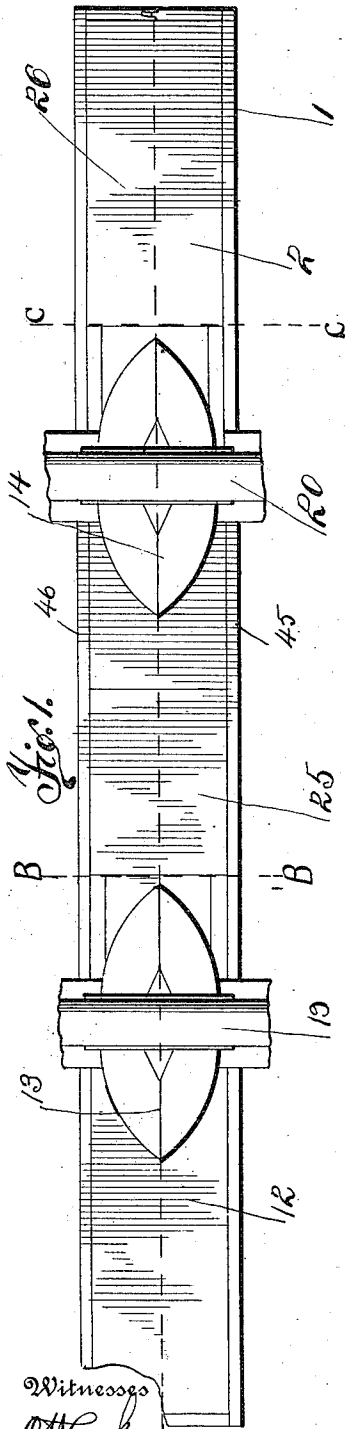
RAILROAD TIE.

APPLICATION FILED SEPT. 16, 1912.

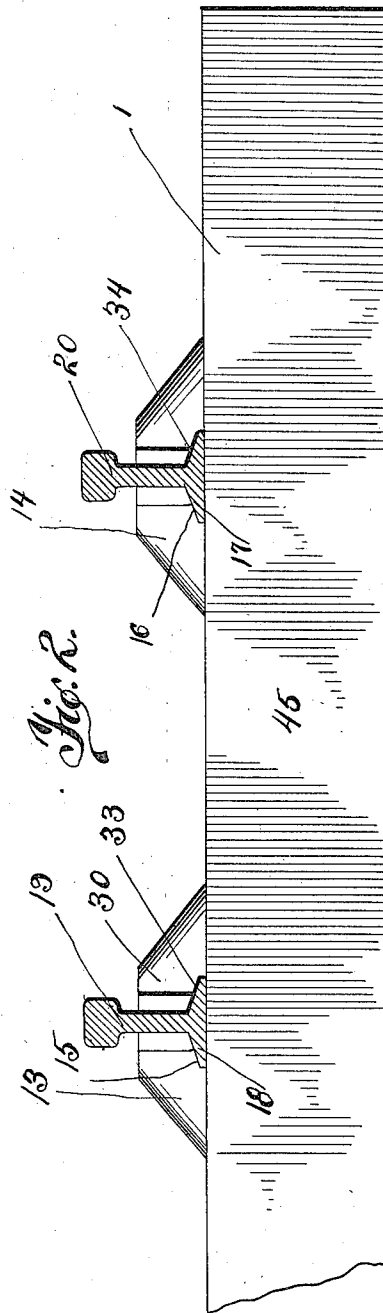
Patented June 3, 1913.

2 SHEETS—SHEET 1.

1,063,300.



Witnesses
[Signature]
P. Kishnik



Inventor
C. H. Summerson, Jr.

By *Alex. J. Wedderburn, Jr.*
Attorney

C. H. SUMMERSON, JR.

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Fig. 3.

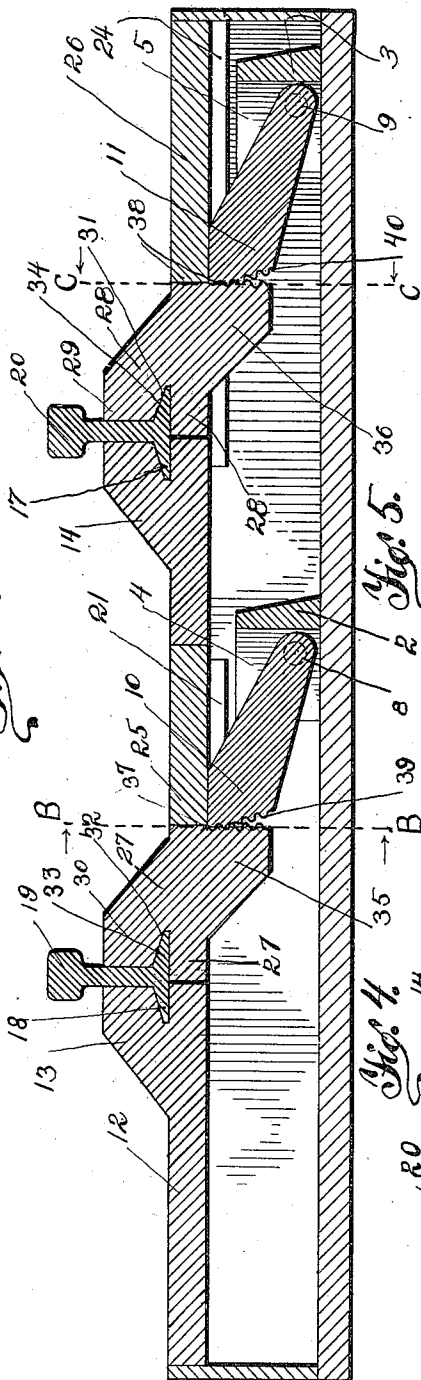


Fig. 4.

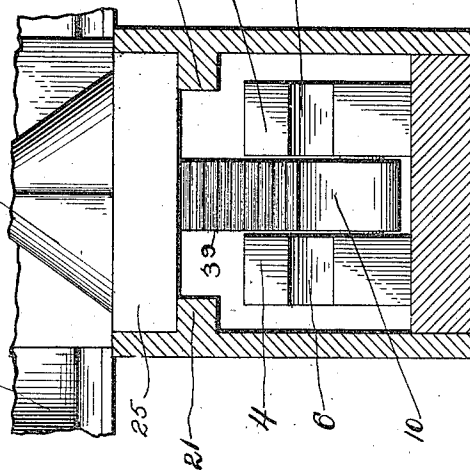


Fig. 5.

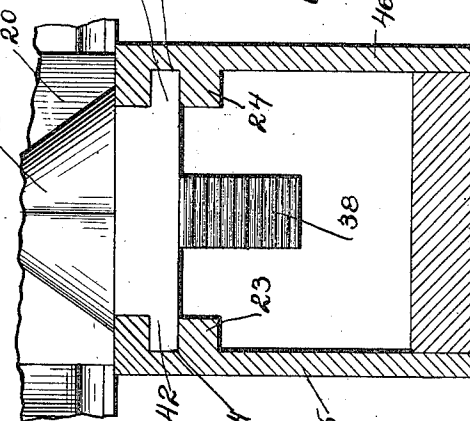
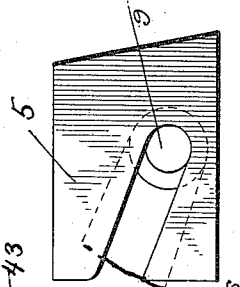


Fig. 6.



Witnesses

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UNITED STATES PATENT OFFICE.

CHARLES H. SUMMERSON, JR., OF PITTSBURGH, PENNSYLVANIA.

RAILROAD-TIE.

1,063,300.

Specification of Letters Patent.

Patented June 3, 1913.

Application filed September 16, 1912. Serial No. 720,569.

To all whom it may concern:

Be it known that I, CHARLES H. SUMMERSON, JR., a citizen of the United States, residing at Pittsburgh, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Railroad-Ties, of which the following is a specification.

This invention relates to improvements in railroad ties and has for its object to provide a combined tie and rail locking device.

Another object of the invention is to provide a railroad tie having means contained therein whereby rails may be secured thereto.

With the above and other objects in view which will be more fully set forth in the following specification I have invented the device illustrated in the accompanying drawings in which—

Figure 1 is a top plan view of my improved tie, Fig. 2 is an elevational view thereof showing rails in vertical sections secured thereto, Fig. 3 is a sectional view taken on line A—A of Fig. 1, Fig. 4 is a sectional view taken on line B—B of Fig. 3, looking in the direction of the arrows, Fig. 5 is a sectional view taken on line C—C of Fig. 3 looking in the direction of the arrows and Fig. 6 is an elevational detail view of a support for a wedging member.

Like reference characters indicate like parts throughout the specification and in the several views in the drawings in which—

1 indicates a railway tie being wholly or partially hollow to receive members 2 and 3 having walls, 4 and 5 with inclined slots 6 and 7, in which pins 8 and 9 on which the wedging members 10 and 11 are mounted, seat, whereby said members 10 and 11 are hingedly supported.

Integral with the upper surface 12 are upwardly extending lugs 13 and 14 having recesses 15 and 16 to receive one of the flanges 17 and 18 of the rails 19 and 20. Directly above the members 10 and 11 and seated on flanges 21 and 22 and 23 and 24 are removable members 25 and 26. And slidably mounted on said last flanges are members 27 and 28 having integral upstanding lugs 29 and 30 with recesses 31 and 32 to receive the opposing flanges 33 and 34 of the base of said rails. Said members 27 and 28 are also provided with depending integral lugs 35 and 36 having racked edges 37 and 38, which are adapted to be engaged

by the arcuate racked surfaces 39 and 40 of the members 10 and 11 whereby the said members 29 and 30 are forced hard against the rails 19 and 20 thereby locking said rails between the members 13 and 30 and 14 and 29. The greater the jar upon said ties the tighter the members 10 and 11 bind the members 35 and 36 in locked position. The members 27 and 28 are provided with flanges 41 and 42 slidable in the grooves 43 and 44 near the upper edges of the side walls 45 and 46 of said tie whereby said members are held against vertical displacement.

To remove a rail all that is necessary to be done is to lift out the members 26 of the ties and disengage the member 11 members 36 and slide the members 28 away from the rail 20 when said rail may be readily removed. It will be noted that as the left hand members 13 and 14 are integral with the upper surface of the tie 1 by reversing the position of every alternate tie each of the rails will be held on each of its sides by a lug integral with the ties at a distance apart of every other tie, thus the rails may be supported principally by the fixed lugs 13 and 14.

Having now described my invention that which I claim to be new and desire to secure by Letters Patent is:—

1. A railway tie having rail engaging members having a part depending into said tie, means for locking the same, said means consisting of a pivoted member, said depending part having teeth and said pivoted member having teeth to engage therewith.

2. A railway tie having a pair of integral rail engaging members adapted to engage opposing sides of two rails, a pair of sliding rail engaging members on said tie adapted to engage the opposing sides of said rails, said sliding members having racks depending thereupon whereby they are held in position, wedging members adapted to engage said depending members, said wedging members being hinged.

3. A railway tie having a pair of integral rail engaging members adapted to engage opposing sides of two rails, a pair of sliding rail engaging members on said tie adapted to engage the opposing sides of said rails, said sliding members having racks depending thereupon whereby they are held in position, wedging members adapted to engage said depending members, said wedging

members being hinged and having arcuate racked surfaces to engage said depending members.

4. A railway tie having a pair of integral
5 rail engaging members adapted to engage
opposing sides of two rails, a pair of sliding
rail engaging members on said tie adapted
to engage the opposing sides of said rails,
said sliding members having racks depend-
10 ing thereupon whereby they are held in po-
sition, wedging members adapted to engage
said depending members, said wedging mem-
bers being hinged and having arcuate racked
surfaces to engage said depending members,
15 and means for holding said sliding members
against vertical movement.

5. A railway tie having rail engaging
members having a part depending into said
tie, means for locking the same, said means
20 consisting of a pivoted member, said depend-
ing part having teeth and said pivoted mem-
ber having teeth to engage therewith, said
first members being slidable.

6. A railway tie having rail engaging
25 members having a part depending into said
tie, means for locking the same, said means
consisting of a pivoted member, said depend-
ing part having teeth, said pivoted member
having teeth to engage therewith, said first
30 members being slidable, opposing flanges in
said tie on which said rail engaging mem-
bers are slidable.

7. A railway tie having rail engaging
members having a part depending into said
35 tie, means for locking the same, said means
consisting of a pivoted member, said depend-
ing part having teeth, said pivoted member
having teeth to engage therewith, said first
members being slidable, opposing flanges in
40 said tie on which said rail engaging mem-
bers are slidable, and integral rail engaging
members on said tie with which said sliding
members are adapted to coact to hold rails.

8. A railway tie having rail engaging
45 members having a part depending into said
tie, means for locking the same, said means
consisting of a pivoted member, said depend-

ing part having teeth, said pivoted member
having teeth to engage therewith, said first
members being slidable, opposing flanges in
50 said tie on which said rail engaging mem-
bers are slidable, integral rail engaging
members on said tie with which said sliding
members are adapted to coact to hold rails,
one of said sliding members being between
55 said rails.

9. A railway tie having rail engaging
members having a part depending into said
tie, means for locking the same, said means
consisting of a pivoted member, said depend-
60 ing part having teeth, said pivoted member
having teeth to engage therewith, said first
members being slidable, opposing flanges in
said tie on which said rail engaging mem-
bers are slidable, integral rail engaging
65 members on said tie with which said sliding
members are adapted to coact to hold rails,
one of said sliding members being between
said rails and another of said sliding mem-
bers on the outer side of one of said rails. 70

10. A railway tie having rail engaging
members having a part depending into said
tie, means for locking the same, said means
consisting of a pivoted member, said depend-
75 ing part having teeth, said pivoted member
having teeth to engage therewith, means for
holding said locking members into engage-
ment with said sliding members.

11. A railway tie having rail engaging
members having a part depending into said
80 tie, means for locking the same, said means
consisting of a pivoted member, said depend-
ing part having teeth, said pivoted member
having teeth to engage therewith, means for
holding said locking members into engage-
85 ment with said sliding members, said means
forming portions of the upper surface of
said tie.

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

CHARLES H. SUMMERSON, JR.

Witnesses:

CHARLES H. SMITH,

CHAS. H. ERNEST.