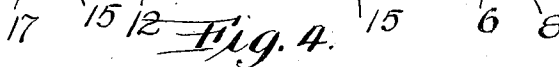
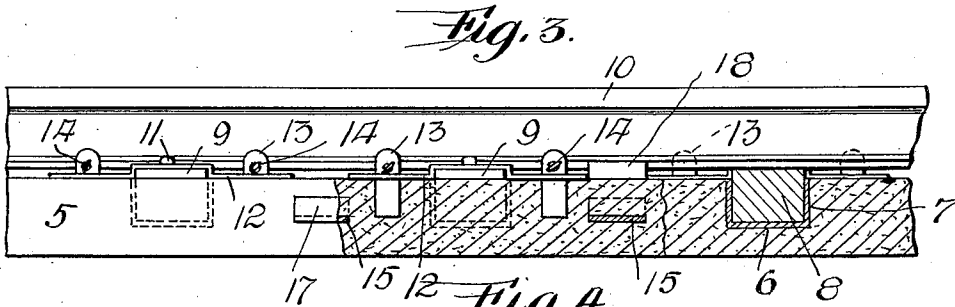
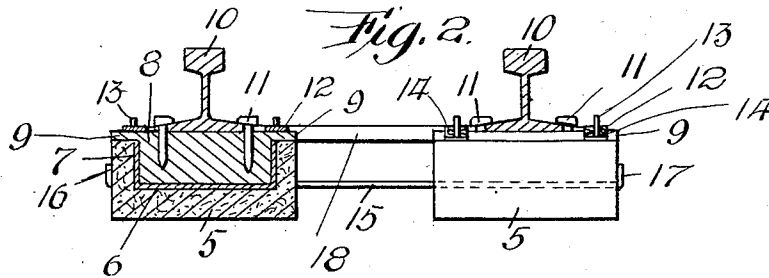
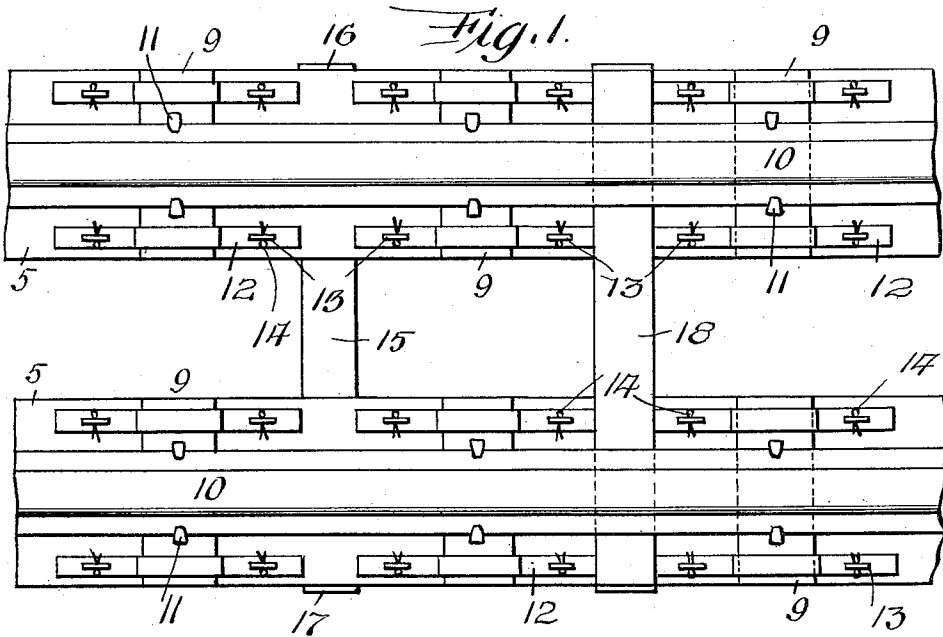


J. FEKETE & G. SERFOZO.
RAIL TIE AND FASTENER.
APPLICATION FILED JULY 15, 1912.

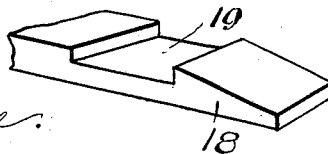
1,055,732.

Patented Mar. 11, 1913.



WITNESSES

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JOZSEF FEKETE AND GYULA SERFOZO, OF ERIE, PENNSYLVANIA.

RAIL TIE AND FASTENER.

1,055,732.

Specification of Letters Patent.

Patented Mar. 11, 1913.

Application filed July 15, 1912. Serial No. 709,458.

To all whom it may concern:

Be it known that we, JOZSEF FEKETE and GYULA SERFOZO, subjects of the King of Hungary, residing at Erie, in the county of Erie and State of Pennsylvania, have invented certain new and useful Improvements in Rail Ties and Fasteners, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to a rail tie and fastener and has for its object to provide means in a manner as hereinafter set forth for supporting track rails in the direction of their length and for further securing the bases of the track rails in position.

A further object of the invention is to provide a rail tie and fastener for the purposes set forth, which is simple in its construction and arrangement, strong, durable, efficient in its use, readily set up and comparatively inexpensive to manufacture.

With the foregoing and other objects in view the invention consists of the novel construction and arrangement of parts as hereinafter more specifically described and illustrated in the accompanying drawing, wherein is shown an embodiment of the invention, but it is to be understood that changes, variations and modifications can be resorted to which come within the scope of the claims hereunto appended.

In the drawing:—Figure 1 illustrates a plan, broken away, of a pair of concrete ties in accordance with this invention, supporting track rails longitudinally, Fig. 2 is a cross sectional view of a railway track showing the adaptation therewith of a rail tie in accordance with this invention, Fig. 3 is a side elevation, partly in longitudinal section of a rail tie in accordance with this invention, showing the adaptation therewith of a track rail, and Fig. 4 is a perspective view of one end of a combined retaining and spacing member for the track rails.

A tie in accordance with this invention extends longitudinally with respect to the track body and supports the track rail in the direction of length of the latter.

Two ties are employed and are arranged in spaced relation with respect to each other and are furthermore connected together in the manner to be hereinafter referred to.

As the construction of both ties is the same, but one will be referred to, the description of one applying to the other.

Each of the ties consists of a longitudinally extending concrete body 5 provided throughout its length and in its upper face with spaced pockets 6, each provided with a metallic receptacle 7, which snugly engages the walls of the pockets and has its top flush with the upper face of the body 5.

Mounted in and snugly fitting the receptacle 7 is a wooden cushioning block 8 provided at its top with lateral flanges 9 which are flush with the sides of the body 5, as clearly shown in Fig. 2. The blocks 8 are of greater height than the pockets 6 whereby the blocks will project above the upper face of the body 5. A track rail indicated as 10 is mounted upon the blocks 8 and owing to the height of the blocks the track rail is supported above the upper face of the body 5. The track rail 10 is secured to the blocks 8 through the medium of spikes 11 which overlap the base of the rail and engage in the blocks 8, as clearly illustrated in Fig. 2.

To prevent vertical movement of the blocks 8 longitudinally extending straps 12 are employed, these straps are arranged in pairs, and each strap of a pair extends across one end of a cushioning block 8. Each of the straps at each of its ends be formed with a slot through which extends a vertically disposed arm 13, the latter having its lower end embedded in the concrete body 5. The arms 13 are apertured and extending through the openings thereof are cotter pins 14, which connect the straps to the concrete body 5.

The ties are connected together by transversely extending coupling members 15, each of which consists of a flat piece of metallic material extending through the tie body 5 and bent upwardly, as at 16, 17 to engage the tie body, as clearly shown in Fig. 1.

The reference character 18 denotes a combined coupling and spacing member which is provided at each end with a seat 19 for the base of a rail. The coupling member 18 extends over one tie to the other and constitutes a means for maintaining the track rails uniformly in spaced relation and further constitutes means for coupling the track rails as well as the ties together. As many of the members 18 can be employed as is desired, only one is shown. The member 18 is interposed between the lower faces of the bases of the rails and the upper faces

of the tie bodies and further arranged between the ends of opposing parts of the straps, as clearly shown in Fig. 1.

What we claim is:—

- 5 1. In combination a pair of longitudinally extending ties arranged in spaced relation and connected together, each of said ties having the top thereof formed with spaced pockets, a metallic receptacle mounted in each of said pockets, a cushioning block
10 mounted in the receptacle and projecting above the tie body and adapted to have a rail base secured thereto, and means engaging with said block to prevent vertical
15 movement thereof.
2. The combination with a pair of rails, of a pair of longitudinally extending ties

for supporting said rails in the direction of their length, means for connecting said ties together, means for connecting together 20 said rails and further maintaining them in spaced relation, cushioning blocks mounted in said tie body and adapted to support the bases of rails, longitudinally extending straps engaging with said blocks to prevent 25 vertical movement thereof, and means for securing said straps to said tie body.

In testimony whereof we affix our signatures in the presence of two witnesses.

JOZSEF FEKETE.
GYULA SERFOZO.

Witnesses:

SHEM MERZKO,
JOHN LOVAS.

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