L. SAUCIER, Jr.

METALLIC RAILROAD TIE.

APPLICATION FILED DEC. 29, 1910.

1,009,932. Patented Nov. 28, 1911.

Fig. 1.

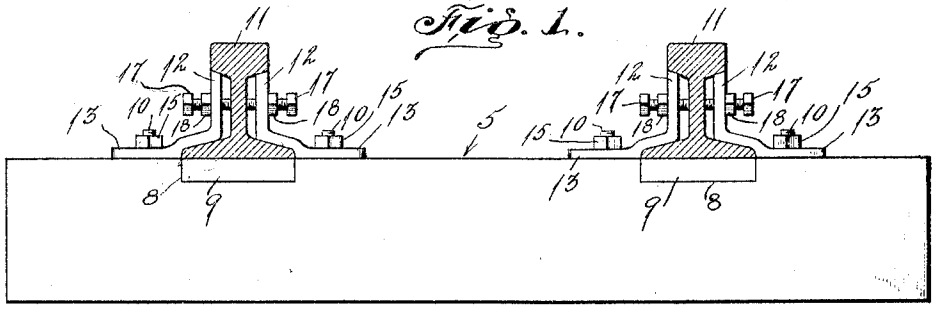


Fig. 2.

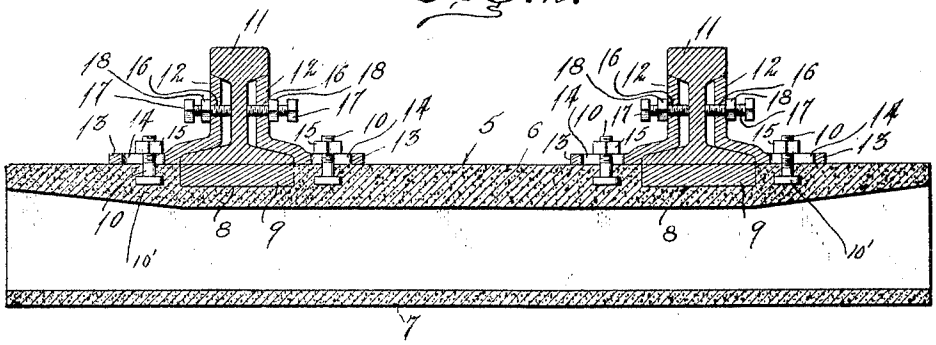


Fig. 3.

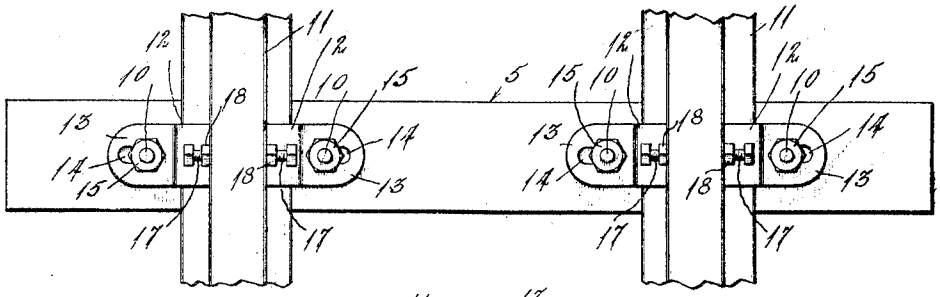
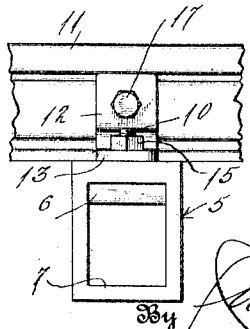


Fig. 4.



Witnesses
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UNITED STATES PATENT OFFICE.

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METALLIC RAILROAD-TIE.

1,009,932. Specification of Letters Patent. Patented Nov. 28, 1911.

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To all whom it may concern:

Be it known that I, LOREN SAUCIER, Jr., a citizen of the United States, residing at Saucier, in the county of Harrison, State of Mississippi, have invented certain new and useful Improvements in Metallic Railroad-Ties; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The present invention relates to improvements in railroad ties and means for supporting rails thereon and especially refers to the clamping plates for holding a rail in position on the tie, whereby a lateral movement of the tie can be effected if desired.

Another object of the invention is the construction of an improved metallic tie formed hollow to cheapen the cost thereof and to provide for transverse drainage of the road bed and provided with means for cushioning a rail.

With the above and other objects in view the invention consists in certain constructions, combinations and arrangements of parts, clearly described in the following specification, and clearly illustrated in the accompanying drawings, in which:—

Figure 1 is a side elevation of the improved tie and rail clamping means. Fig. 2 is a longitudinal sectional view thereof. Fig. 3 is a top plan view showing the clamping means. Fig. 4 is a transverse sectional view taken on the line 4—4 of Fig. 1.

Referring to the accompanying drawings illustrating the preferred embodiment of the invention 5 denotes a metallic tie having a longitudinal channel to cheapen the cost of the tie and to provide for a transverse drainage of the road bed. The upper wall 6 of the tie is formed considerably thicker than the lower wall 7 so as to form a solid support for the rail. The tie 5 is formed with transversely extending grooves 8 which receive wooden cushioning blocks 9 on which the rails are mounted. On each side of each recess or groove 8 clamp bolts 10 are fixed by their lower ends to the upper wall 6 of the tie, said lower ends being enlarged as shown at 10′ and embedded in the tie to prevent withdrawal thereof, the upper ends of the clamping bolts extending above the tie and being formed with screw threads.

Each rail 11 is held in place by clamping plates 12 which engage the web faces and base portions of the tie and which are provided with base portions 13 adapted to engage the upper surface of the tie. The base portions 13 of the clamping plates 12 are formed with elongated slots 14 through which the clamping bolts 10 extend. The base portions 13 are secured to the clamping bolts 10 and the tie by means of lock nuts 15 tightly threaded on said clamping bolts.

The vertical portions 16 of the clamping bolts 12 are provided with transverse openings through which the rail clamping screws 17 extend to engage the web of the rail. The clamping bolts or screws 17 are held against movement on the vertical portions 16 by means of lock nuts 18.

It will be noted that each clamping plate is capable of independent lateral movement in opposite directions on the rail, and should it be desired to spread the rails apart or to move the same toward each other all that is necessary is to loosen the nuts 15 on the bolts 10 and adjust the clamping plates and the rails in the desired directions.

What is claimed is:—

A railroad tie formed hollow and having a thickened top wall, said wall being provided with transversely extending recesses, wooden cushioning blocks disposed in the recesses, rails positioned on the wooden blocks, bolts fixed at their lower ends to the top of the tie and projecting above said tie, clamping members having elongated slots in their base portions to receive the upper ends of the bolts, nuts threaded on the upper ends of the bolts and engaging the base portions of the clamping members and bolts threaded through the clamping members against the rail.

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

LOREN SAUCIER, JR.

Witnesses:

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C. A. MANNING.