P. SZUMINSKI.

RAILROAD.

APPLICATION FILED APR. 7, 1913.

1,071,111. Patented Aug. 26, 1913.

Fig. 1.

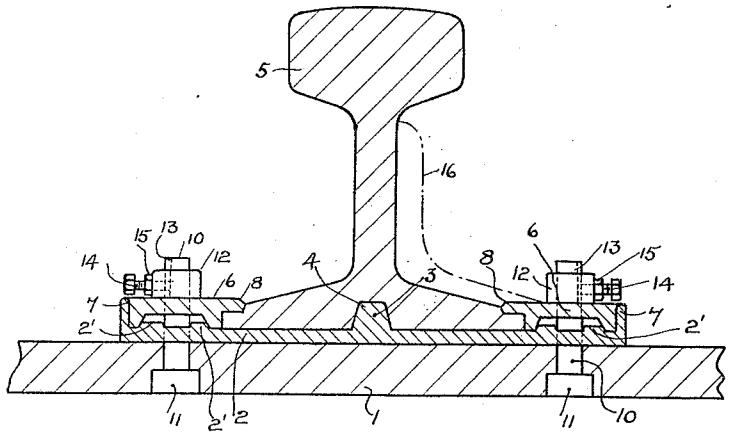
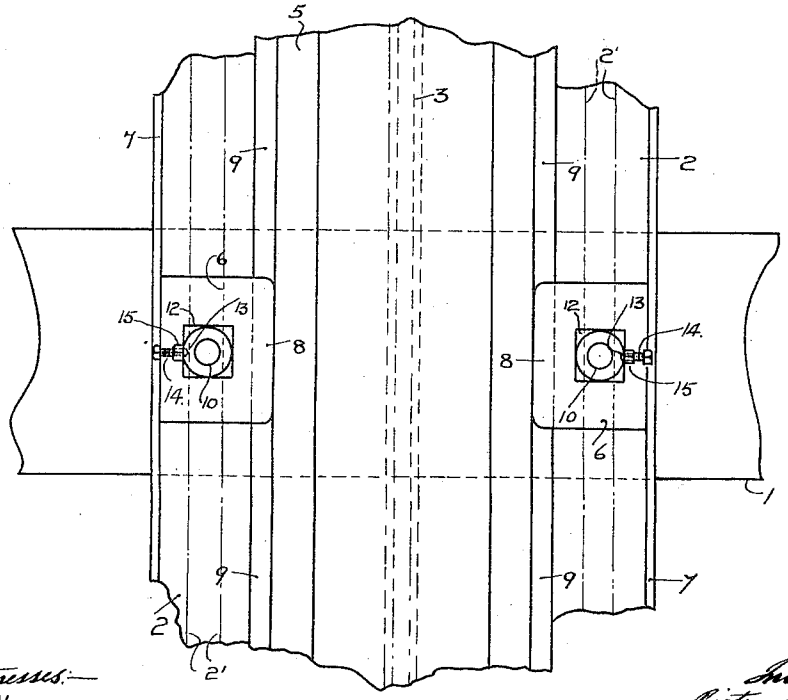


Fig. 2.



Witnesses:—
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PIOTR SZUMINSKI, OF HAMILTON, ONTARIO, CANADA, ASSIGNOR OF ONE-FOURTH TO ANATOLI STROHAN, OF HAMILTON, CANADA.

RAILROAD.

1,071,111. Specification of Letters Patent. Patented Aug. 26, 1913.

Application filed April 7, 1913. Serial No. 759,528.

To all whom it may concern:

Be it known that I, PIOTR SZUMINSKI, a subject of the Czar of Russia, and residing at 203 Caroline street north, in the city of Hamilton, in the county of Wentworth, Province of Ontario, Dominion of Canada, have invented certain new and useful Improvements in Railroads, of which the following is a specification.

This invention relates to railroads and it has for its object to provide a simple and effective form of track which provides for the expansion or contraction of the road proper and thereby prevents untold accidents.

To this end my invention consists in the novel construction, arrangements and combinations of parts hereinafter fully described, illustrated by the accompanying sheet of explanatory drawings, and particularly pointed out in the appended claim.

The invention is exemplified by one practical embodiment on the drawings and in which—

Figure 1, is a sectional elevation through one rail and its assembled parts of a railroad track constructed in accordance with my improvements. Fig. 2, is a plan of the same.

Like letters of reference designate the same or similar parts in both figures.

According to my invention, 1, is an ordinary railroad tie or sleeper on which I fix a channel shaped support 2, extending the full length of the track. This support may be provided with a central longitudinal rib 3, adapted to fit snugly into a correspondingly shaped groove or channel 4, formed for its reception longitudinally and centrally of the underside of the rail 5.

6, 6, are clamping pieces adapted to fit tightly between the edges of the basal flange of the rail 5, and the upstanding flanges 7, 7, of the aforesaid channel shaped support 2. In order to insure greater rigidity I preferably form the clamping pieces 6, 6, with nosed portions 8, 8, arranged when assembled to fit tightly over the plowed edges 9, 9, of the basal flange of the rail 5, as will be clearly understood on an examination of the drawings. In addition I may also form the support 2, with longitudinal ribs 2′ which assist in keeping all the parts properly alined.

The clamping pieces 6, 6, are firmly fixed in position by bolts 10, 10, the heads 11, 11, whereof are fitted into correspondingly shaped holes formed for their reception in the underside of the tie or sleeper 1, and it will be seen that this arrangement of parts prevents said bolts from turning. To prevent the nuts 12, from turning when tightly screwed down I may form the bolts 10, 10, with one or more longitudinal grooves 13, with which the end of a lock pin 14, threaded through one side of the nut 12, can cooperate, and said lock pin is provided with a lock nut 15. Or, vertically threaded set screws may be passed through one or more of the angular corners of the aforesaid nuts 12.

To readily adapt my invention to existing railroads I dispense with the tongue 3, and groove 4, and fashion the nose pieces 8, to clamp on the edges of the basal flange of the rail 5.

The fish plates will be formed integral with the clamping pieces 6, 6, as indicated by the dot-and-dash line 16, at the right hand side of Fig. 1, and will be of a length to connect together the abutting ends of each length of rail 5, and its channel shaped section 2.

In cases where it is desirable to minimize noise as much as possible as when the track passes through stations or is adjacent to buildings, houses or the like I may fit insulating strips of highly vulcanized rubber between the basal flange of the rail 5, and the channel shaped support 2. And similarly, washers of like material may be interposed between the nuts 12, and clamping pieces 6, 6.

Obviously both sides of the track will be similarly constructed as above set forth, and while I have specifically described one embodiment of the invention, I wish it clearly understood that I do not restrict myself thereto. Changes in the shape, proportions and other arrangements of the several parts will be self evident without in any way departing from the spirit and scope of my invention and it is intended to include all such within this application and as may be reasonably construed as lying within the scope of the appended claim.

Having thus fully described my invention, what I claim as new and desire to secure by Letters Patent, is:

In a railroad track construction, the com-

bination with a rail, of a supporting member for said rail extending continuously longitudinally of the track and upon which said rail rests, said supporting member having upstanding flanges at its opposite edges, said supporting member being of such width with relation to the rail that the flanges at the opposite edges thereof are spaced from the base flange of the rail, clamping pieces seated between said flanges and the base flange of the rail and engaging in recessed portions of the base flange of the rail, said clamping pieces having channeled under faces, and upstanding ribs carried by the supporting member and engaging in said recessed under faces of the clamping pieces.

Signed at Hamilton, Ontario, Canada, this 21st day of March, A. D. 1913.

PIOTR SZUMINSKI.

In the presence of—

ALFRED T. BRATTON,

GERTIE NICHOLSON.

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