

J. ROGERS.
RAILROAD TIE.
APPLICATION FILED NOV. 15, 1912.

1,064,543.

Patented June 10, 1913.

FIG - 1 -

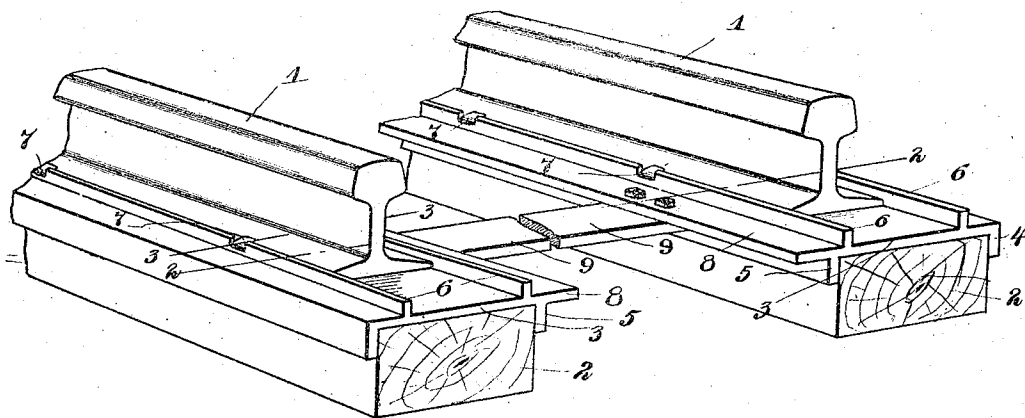


FIG - 2 -

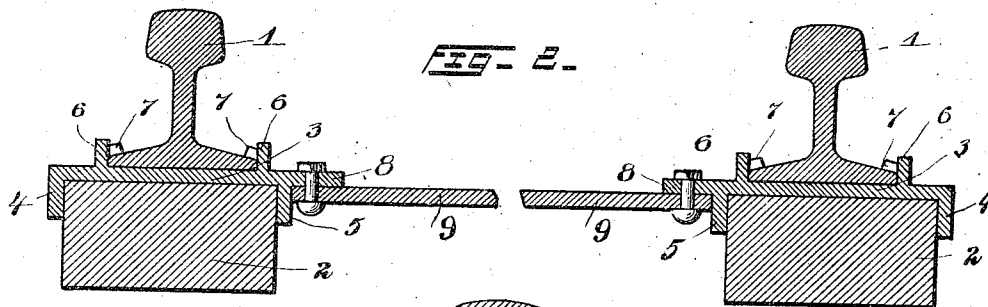
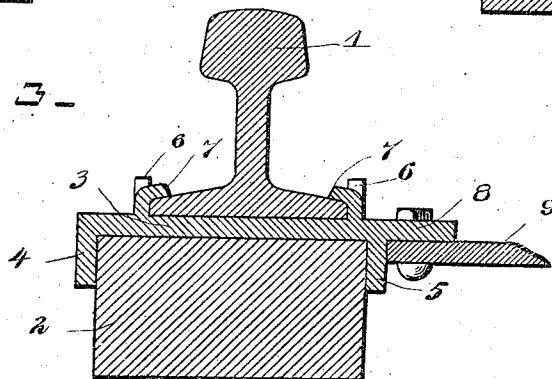


FIG - 3 -



Witnesses

R. F. Mayman.
Wm. D. North.

Inventor
Joseph Rogers.

By Victor J. Evans.
Attorney

UNITED STATES PATENT OFFICE.

JOSEPH ROGERS, OF NORTH VERNON, INDIANA.

RAILROAD-TIE.

1,064,543.

Specification of Letters Patent.

Patented June 10, 1913.

Application filed November 15, 1912. Serial No. 731,581.

To all whom it may concern:

Be it known that I, JOSEPH ROGERS, a citizen of the United States, residing at North Vernon, in the county of Jennings and State of Indiana, have invented new and useful Improvements in Railroad-Ties, of which the following is a specification.

This invention relates to railroad construction; and the object thereof is to provide a novel supporting means for the track of the road to do away with the necessity of using wooden cross ties and afford a rigid and firm bearing for the rails, and at the same time conserve the cushion or elastic effect in the track supporting means by the provision of wood sleepers therefor.

For a full description of the invention and the merits thereof, and also to acquire a knowledge of the details of construction and means for effecting the result, reference is to be had to the following description and accompanying drawings.

In the drawings: Figure 1 is a perspective view showing a section of a railroad track supported in accordance with my invention. Fig. 2 is a transverse sectional view approximately on the line 2—2 of Fig. 1, and Fig. 3 is a detail transverse sectional view upon the line 3—3 of Fig. 1.

Corresponding parts and like parts are referred to in the following description and indicated in all the views of the drawing by the same reference characters.

In the drawing, the numerals 1 designate a pair of ordinary railroad rails which are arranged upon my improved supporting means. The supporting means includes longitudinally extending sleeper or stringer members 2 which are constructed of wood, and may be in the form of the ordinary rail tie. The support also embodies a metallic bed plate 3 which is provided with longitudinally extending depending sides or flanges 4 and 5 respectively. The flange 4 is formed at the outer longitudinal edge of each of the plates 5, while the flange 3 is arranged a suitable distance away from the inner longitudinal edge of each of the said plates 5. The bed plates have their upper faces integrally formed with longitudinally extending spaced ribs 6, and the space between the said

ribs approximately equaling the width of the base flanges of the rails 1. These vertically disposed ribs are formed of some malleable material, and are slitted at intervals to provide tongues or fingers which are adapted to be bent over the base flanges of the rails to secure the said rails upon the plates 5. The flanges or side members 4 and 5 may be secured to the sleepers or stringers 2 in any desired or preferred manner, as can also the abutting sections of the metallic base plate and its sides.

The portions of the plates 3 which extend over the flanges 5 and which may be termed ledges and which may be indicated by the numerals 8 are provided at intervals with bolt openings for the reception of securing elements, in the nature of nuts and bolts, whereby transversely arranged tie bars 9 may be secured to the device, and also whereby danger of lateral movement of the rails and their supports is entirely and effectually overcome.

By constructing a rail support, as above described, it will be noted that I have accomplished, first, the elimination of approximately one-half to one-third of the timbers now employed as ties; second, I have also eliminated the employment of the ordinary rail chairs which are disposed at the joint of the rails; third, I have effectually overcome the liability of the spreading of the rails, and finally, I have provided a more secure and more enduring road bed where- in the elasticity afforded the rails by the wooden ties is in nowise diminished.

Having thus described the invention, what I claim is:

The herein described construction of rail supports, including a pair of spaced longitudinally extending wooden sleepers, a plate arranged upon the top of each of the sleepers, each of said plates having angular sides which are adapted to engage with the opposite side faces of the sleepers, the said plates adjacent their longitudinal edges having each a pair of malleable ribs extending the entire length of the plates and spaced to receive the rails therebetween, said ribs being slitted to provide fingers which are bent over the opposite longitudinal edges of

the base flanges of the rails, the plates being
extended beyond their inner flanges, the said
extending portion being provided with a
plurality of spaced openings, spacing rods
5 arranged beneath the projecting edges of the
base and contacting with the inner side
flanges provided by the plates, and securing
elements passing through the openings in

the plate extensions and through similar
openings in the spacing member. 13

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

JOSEPH ROGERS.

Witnesses:

RALPH W. NORRIS,
WILLIAM G. NORRIS.

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