

J. W. WILLIAMSON.
 COMBINED RAILROAD TIE AND RAIL FASTENER.
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966,284.

Patented Aug. 2, 1910.

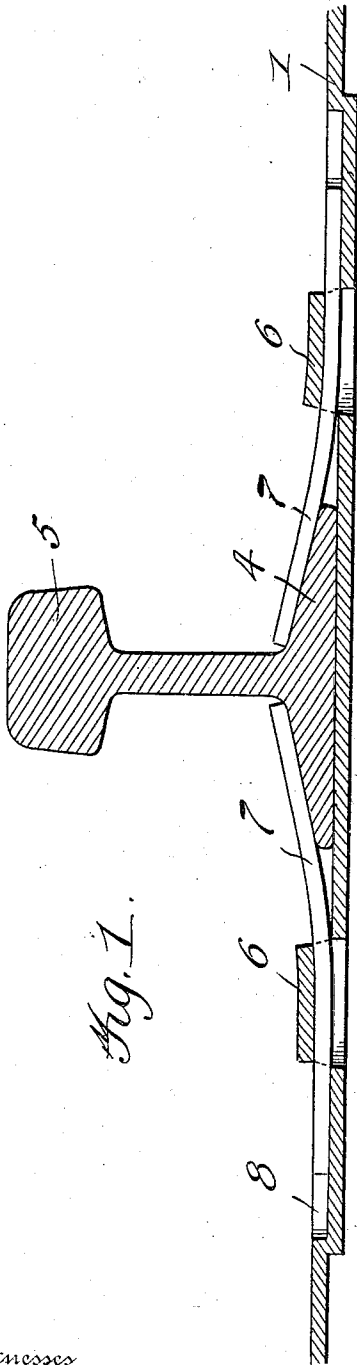


Fig. 1.

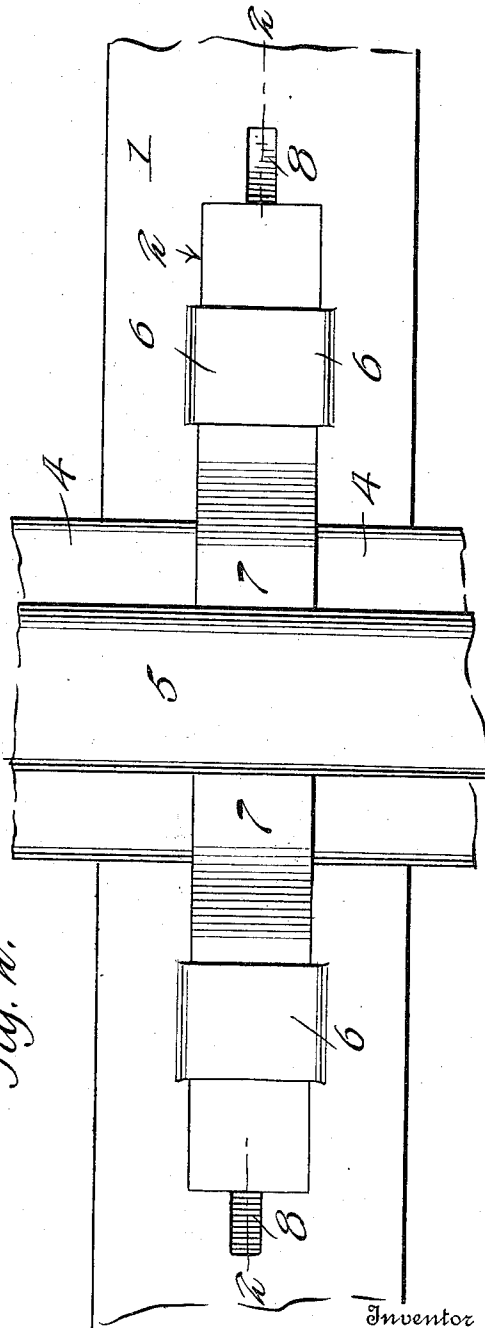


Fig. 2.

Witnesses

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JOHN W. WILLIAMSON, OF CLEARWATER, FLORIDA.

COMBINED RAILROAD-TIE AND RAIL-FASTENER.

966,284.

Specification of Letters Patent.

Patented Aug. 2, 1910.

Application filed October 30, 1909. Serial No. 525,433.

To all whom it may concern:

Be it known that I, JOHN W. WILLIAMSON, a citizen of the United States, residing at Clearwater, in the county of Hillsboro and State of Florida, have invented new and useful Improvements in Combined Railroad-Ties and Rail-Fasteners, of which the following is a specification.

This invention relates to a combined metallic railroad tie and rail fastener, and the object of the invention is to provide a device of this character which is extremely simple in construction, which effectively supports a rail so as to prevent the lateral movement thereof and which is so constructed as to provide for the ready removal of the rail securing elements.

With the above, and other objects in view, which will appear as the description progresses, the invention resides in the novel construction and combination of elements herein described and claimed.

In the accompanying drawings there has been illustrated a simple and preferred embodiment of the improvement and in which:

Figure 1 is a longitudinal sectional view upon the line 2—2 of Fig. 2. Fig. 2 is a top plan view of the device.

In the accompanying drawings the numeral 1 designates the improved tie. This tie 1 is preferably constructed of suitable metal, and of a length sufficient to engage at least a pair of rails. The tie 1 has its upper face horizontally straight and provided adjacent each of its ends with longitudinally extending depressions adapted to form pockets, designated by the numeral 2. The central portion of the face of the tie may be reinforced if desired and the same is adapted for the reception of the base flanges 4 of the rail members 5. The upper face of the tie 1 is provided with a pair of overlying ears 6, positioned transversely of and directly above the pocket 2, and the said ears are preferably formed by slitting the upper face of the tie 1 a suitable distance away from the edges occupied by the base flange 4 of the rail 5, the said ears being spaced away from the top of

the tie a distance equaling the thickness of flexible retaining members 7. The said members 7 are of a width equaling the width of the pocket 2 and are of a length sufficient to engage the end walls of the pockets and the faces of the webs of the rails, overlying the base flanges of the said rails. It will be noted that the ears 6 effectively secure the members 7 within the pockets 2, but in order to provide for the ready removal of the said members 7, I have provided the faces of the ties 1 with longitudinally extending recesses 8 communicating with the end walls of the pockets 2. These recesses 8 are adapted for the reception of a suitable pointed instrument which may be readily inserted below the members 7 so as to pry the ends of the said members upwardly to remove the members from the pocket.

From the above description taken in connection with the accompanying drawing it will be noted that I have provided an extremely simple, cheap and effective device for the purpose intended, and it is to be understood that while I have illustrated and described the preferred embodiment of the said invention as it now appears to me minor details of construction, within the scope of the following claim, may be resorted to when desired.

Having thus described the invention, what is claimed is—

In combination with a railway rail, of a tie for the rail, said tie having its upper face provided with a longitudinally extending pocket, integrally formed ears upon the tie overlying the pocket, the said tie being provided with depressed portions communicating with the ends of the pocket, and said pocket being adapted for the reception of flexible securing members, all substantially as described.

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

JOHN W. WILLIAMSON.

Witnesses:

R. J. BOOTH,
T. W. DUANE.