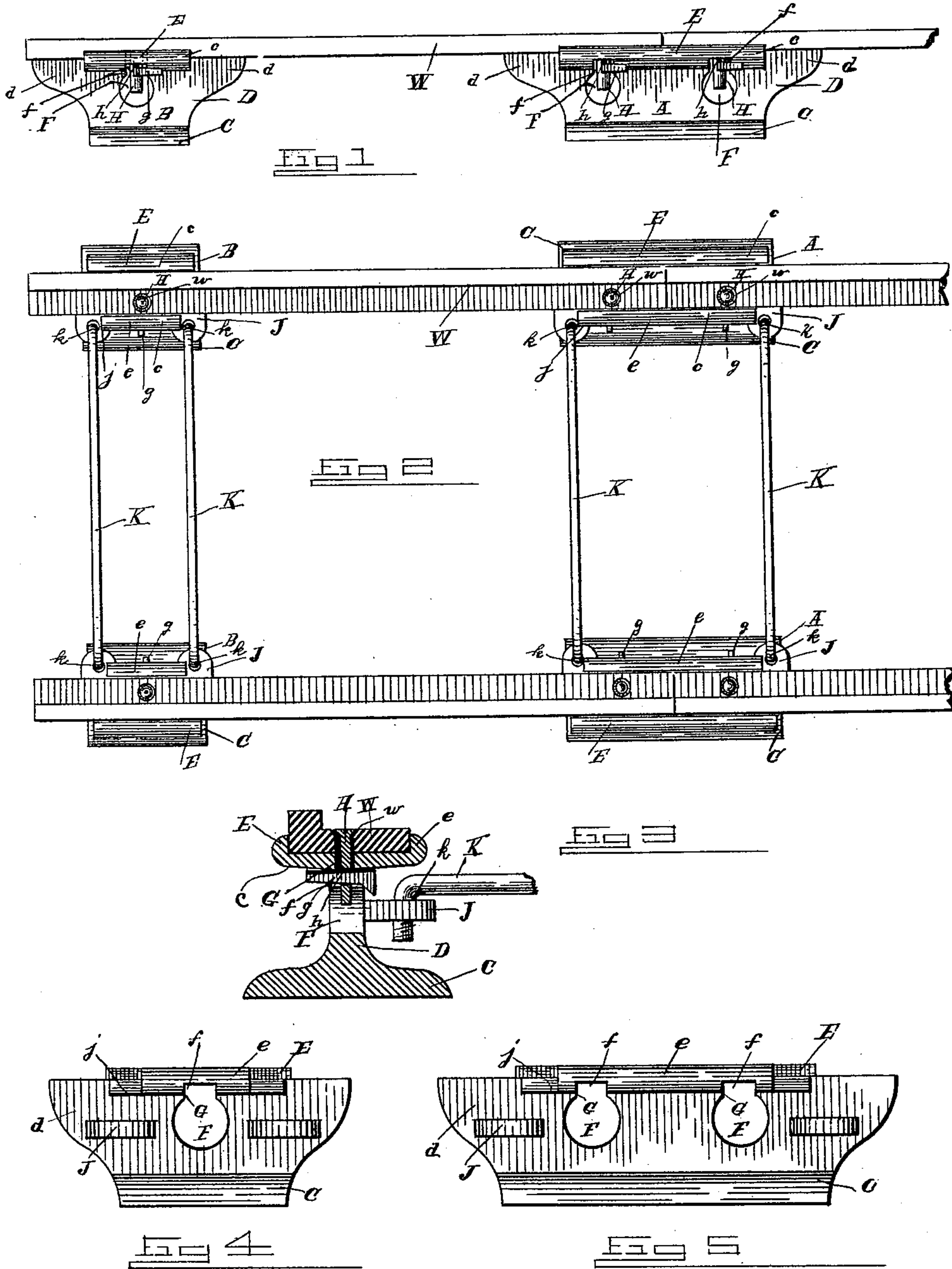


(No Model.)

R. DANSINGER.
STREET RAILROAD TRACK.

No. 403,741.

Patented May 21 1889.



Witnesses,

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UNITED STATES PATENT OFFICE.

ROBERT DANSINGER, OF ALBANY, NEW YORK.

STREET-RAILROAD TRACK.

SPECIFICATION forming part of Letters Patent No. 403,741, dated May 21, 1889.

Application filed February 15, 1889. Serial No. 299,943. (No model.)

To all whom it may concern:

Be it known that I, ROBERT DANSINGER, of Albany, in the county of Albany and State of New York, have invented certain new and useful Improvements in Street-Railroad Tracks; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification, in which—

Figure 1 is a side elevation of a section of railroad-track illustrating my improvements. Fig. 2 is a plan view of the same; Fig. 3, a cross-sectional view in detail. Figs. 4 and 5 are detail views of the sleepers.

This invention is an improvement in railway-tracks, and has especial reference to the sleepers or ties thereof, and its object is to provide an improved sleeper of the kind commonly called "pot-sleepers."

The invention consists in the novel construction of such sleepers, and in certain other novel details of construction, hereinafter described and claimed.

Referring by letter to the accompanying drawings, A and B designate the pot-sleepers, sleeper A being designed to receive the meeting ends of rails, and sleepers B to support the intermediate or central portions of the rails. The sleepers are H-shaped in cross-section, having a wide bottom piece, C, a narrower top piece, *c*, and a central upstanding connecting-web, D, as shown. The ends of web D are extended into wings *d d*, which project beyond the ends of pieces C *c*, and have their upper edges flush with the face of piece *c*, which is the top of the sleeper, and lie in about the central line of the latter, so that when a rail is laid on piece *c* parallel with the length thereof the wings *d* will underlie and support the rail beyond said piece, as shown. The side edges of piece *c* are formed with upstanding shallow flanges E *e*, as shown, the inner flange, *e*, being shorter than the outer flange.

F is a lateral central opening through web D of sleepers B, and *f* is a vertical opening through piece *c*, communicating with opening F.

G is a transverse slot through web D where openings F *f* communicate.

The track-rails W are of ordinary construction, and provided at proper points with countersunk openings *w*, through which pass retaining-bolts H, the lower ends of which are slotted at *h*, and said rails are laid on the sleepers so that the openings *w* overlie the openings in pieces *c*, and bolts H are slipped through said openings, so that their slotted ends depend in openings F. Wedge-keys *g* are then driven through said bolts, and binding in slots G, as shown, securely tie the rail to the sleeper, preventing vertical disengagement of the rail and sleeper, while flanges E *e* prevent lateral displacement thereof.

Sleepers A are constructed similarly to sleepers B, with the exception that they are somewhat longer, and are provided with two lateral and vertical openings corresponding to openings F *f* of sleepers B, and with similar notches, and the ends of the rails are secured to sleeper A by bolts and keys in the manner described and shown.

J J designate perforated ears projecting laterally from the inner face of web D, near the ends thereof, on both sleepers A and B, and K K are tie-rods, the ends *k* of which are bent angularly and engaged with ears J and secured, if desired, by nuts, as shown. Two tie-rods are preferably used with each pair of sleepers, securely bracing them against lateral displacement in relation to each other. The inner corners of pieces *c* and flanges *e* are cut away, as shown at *j*, to permit ready adjustment of the rods in position. The sleepers and tie-rods are designed to be sunk beneath the surface of the roadway, the former being placed at intervals of about three feet beneath the rails. The wings *d* materially assist in supporting the rail, while allowing piece *c* to be made comparatively short.

Having thus described my invention, I claim as new—

1. A pot-sleeper having a wide bottom piece, a top piece, and vertical web uniting said pieces, said web having wings at its ends extending in the line of the sleeper and flush with the top piece thereof, substantially as described.

2. A sleeper having a top piece flanged at its side edges, a bottom piece, and a vertical web uniting said pieces and having extended wings *d d* at its ends, all substantially as specified.

3. A pot-sleeper consisting of a base-piece, a top piece, and a central web uniting said pieces and having extended wings at its ends and laterally-projecting perforated ears on its inner face, substantially as set forth.

4. The combination of a pot-sleeper having a top piece, a bottom piece, a web, *D*, connecting said pieces and having wings *d d* at its ends, said web having a lateral opening through it, and the top piece having a vertical opening therethrough, with the rails, the slotted retaining-bolts, and wedge-keys, substantially as and for the purpose described.

5. The combination of the sleepers having top piece notched at its inner corners, a bottom piece, a vertical web, *D*, uniting said

pieces and extended at its ends into wings *d d*, said web being perforated at *F* and said top piece at *f*, and the laterally-projecting perforated ears on the inner side of said web, with the rails, slotted bolts, and wedge-keys, and the tie-rods, all substantially as specified.

6. The herein-described pot-sleeper, consisting of a top piece laterally flanged, as described, the bottom piece, the upstanding web uniting said pieces having its ends extended into wings, the upper edges of which are flush with the top piece, and the perforated ears projecting from the inner face of said web, all substantially as and for the purpose described.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

ROBERT DANSINGER.

Witnesses:

W. H. S. JARVIS,
O. L. LAWYLE, Jr.