

(No Model.)

J. M. ROBBINS.
SUPPORT FOR RAILWAY RAILS.

No. 412,000.

Patented Oct. 1, 1889.

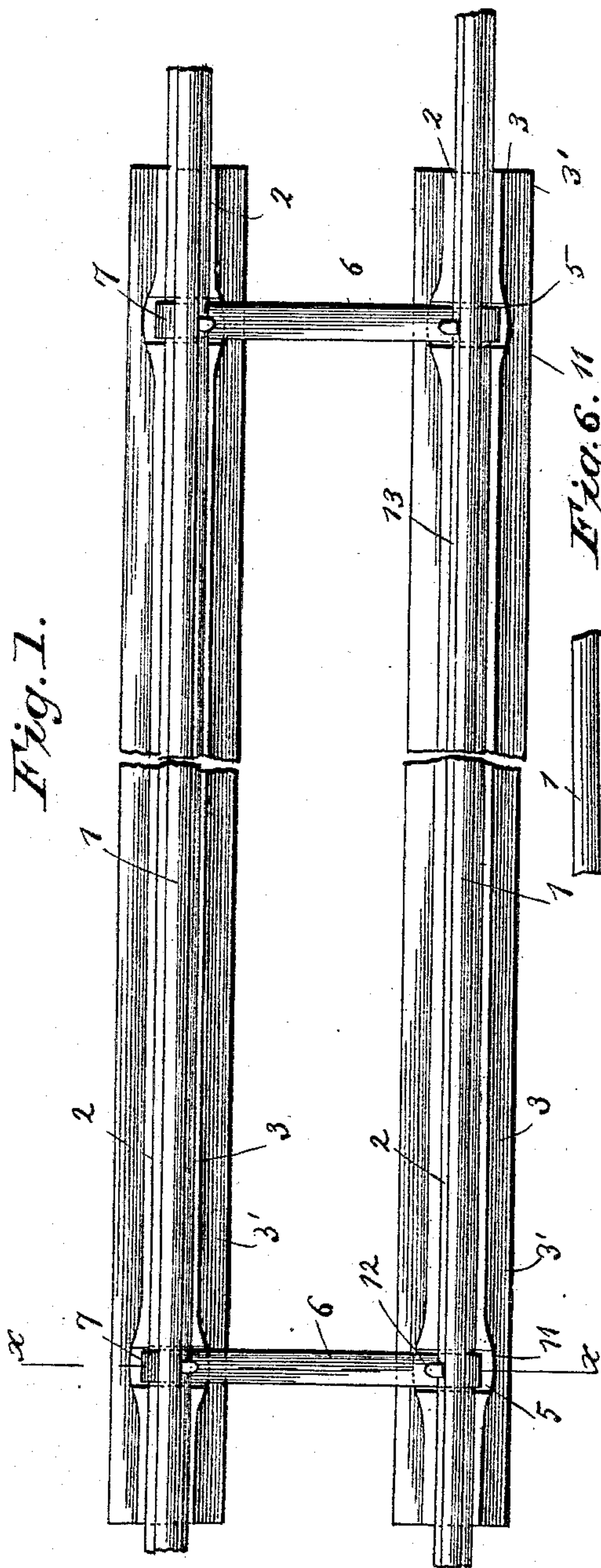


Fig. 1.

Fig. 6. 11



Fig. 3.

Fig. 2.

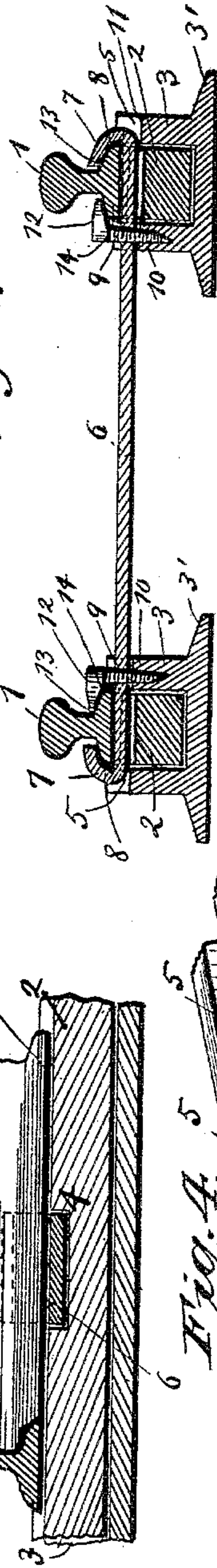


Fig. 5. 4

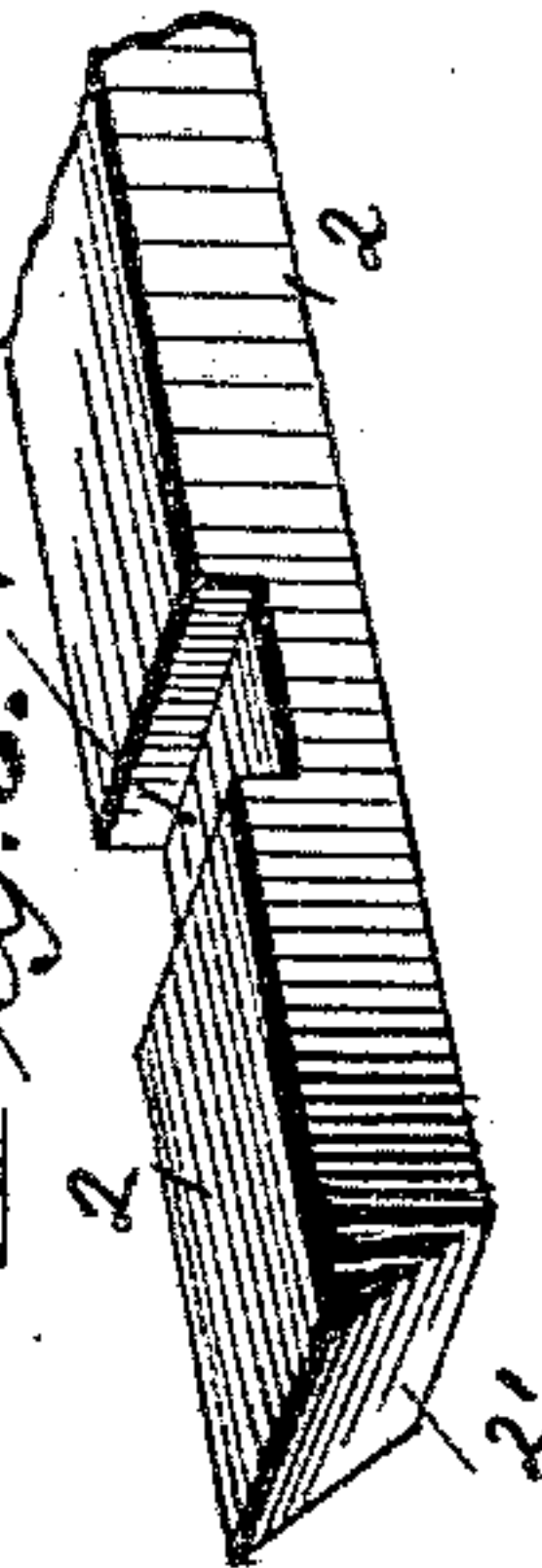
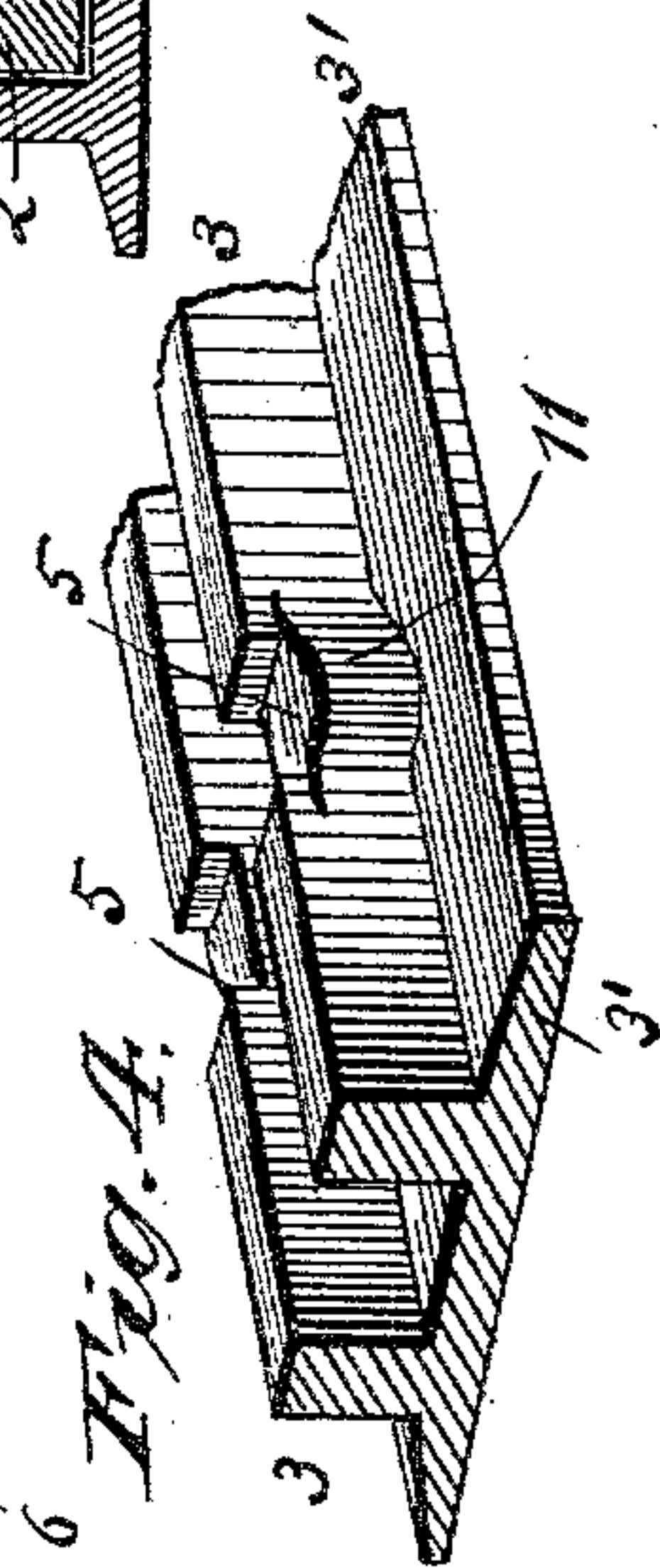


Fig. 4.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN M. ROBBINS, OF LEOMINSTER, MASSACHUSETTS.

SUPPORT FOR RAILWAY-RAILS.

SPECIFICATION forming part of Letters Patent No. 412,000, dated October 1, 1889.

Application filed June 4, 1888. Serial No. 275,994. (No model.)

To all whom it may concern:

Be it known that I, JOHN M. ROBBINS, of Leomister, in the county of Worcester and State of Massachusetts, have invented a new and Improved Support for Railway-Rails, of which the following is a full, clear, and exact description.

This invention is an improvement in the class of continuous railway-rail supports which are formed of wooden bars arranged longitudinally parallel to the rails.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 is a plan view of a section of railway-track constructed in accordance with my invention. Fig. 2 is a horizontal section thereof on the line *x x* of Fig. 1. Fig. 3 is a detail perspective view thereof, showing a portion of a rail with the support in longitudinal section. Fig. 4 is a detail perspective view of the metallic portion of the support detached. Fig. 5 is a similar view of the wooden portion of the support detached, and Fig. 6 is a detail view, partly in section and broken away, showing the adjoining ends of stringers.

In lieu of employing wooden sleepers I mount railway-rails 1 on wooden stringers 2, located in metallic boxings 3, formed with flanges 3'. The stringers 2 and boxings 3 are of a length corresponding to that of the rails, thereby practically forming a continuous support for the latter. The tops of the wooden stringers 2 are below the tops of the boxings 3, and are formed with recesses 4, which register with recesses 5 in the walls of the boxings 3. The rails are secured at intervals by metallic ties 6, having hooked ends 7, engaging the outer flange 8 of the rails, and screws 9 passing through ties 6 and screwing into screw-holes 10 in the lugs or enlargements

11 in the walls of the boxings 3. The laterally-extending heads 12 of the screws 9 overlap the inner flange 13 of the rails, and are formed with a beveled surface 14 to bear and fit against the flange 13. The boxings 3 rest in the road-bed and are held in place by the earth covering the flanges 3' and tamped and pressed over the same. The adjoining ends of the stringers 2 are beveled, as at 2', to form a space to admit air and thereby preserve the wood.

If desired, the boxings 3 may be formed with lugs similar to 11 projecting within the boxings, and square-headed screws may be employed to connect rails thereto.

By means of the invention herein set forth a continuous, effective, and durable support is provided for the rails of a railroad-track.

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

1. The combination, with the rails, the metallic boxings 3, and wooden stringers 2, having coincident recesses 4 and 5, of the metallic ties 6, having hooked end portions that lie in said recesses and embrace the rail-flanges, and means for securing said ties to the boxings, substantially as shown and described.

2. The combination, with rails 1, of boxings 3, having flanges 3', recesses 5, and lugs 11, with screw-holes 10, wooden stringers 2, located in the boxings 3, and having recesses 4, and metallic ties 6, with hooked ends 7, engaging the outer flange of rails 1, and screws 9, with lateral beveled heads 12, engaging the inner flange of rails 1, ties 6, and lugs 11, the wooden stringers 2 and boxings 3, extending the length of the rails, substantially as described.

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Witnesses:

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