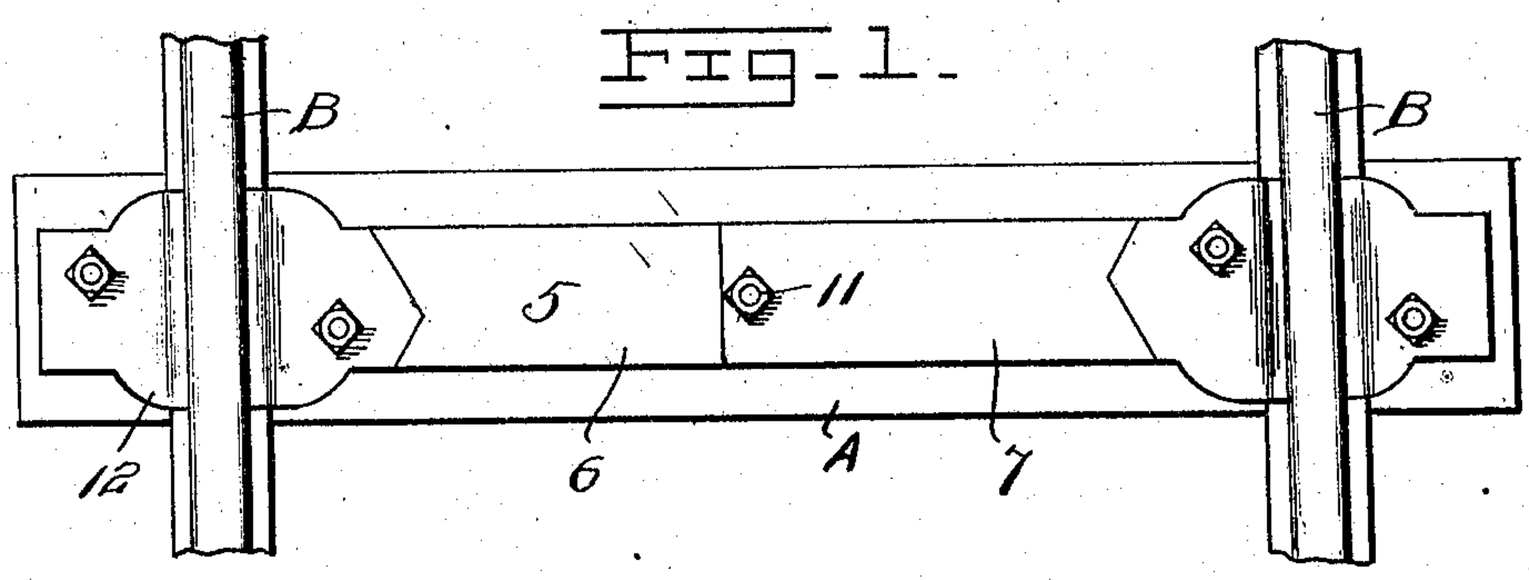
W. D. PEASLEE.

RAILROAD TRACK STRUCTURE.

APPLICATION FILED MAR. 30, 1908.

919,757. **Patented Apr. 27, 1909.**

Fig. 1.



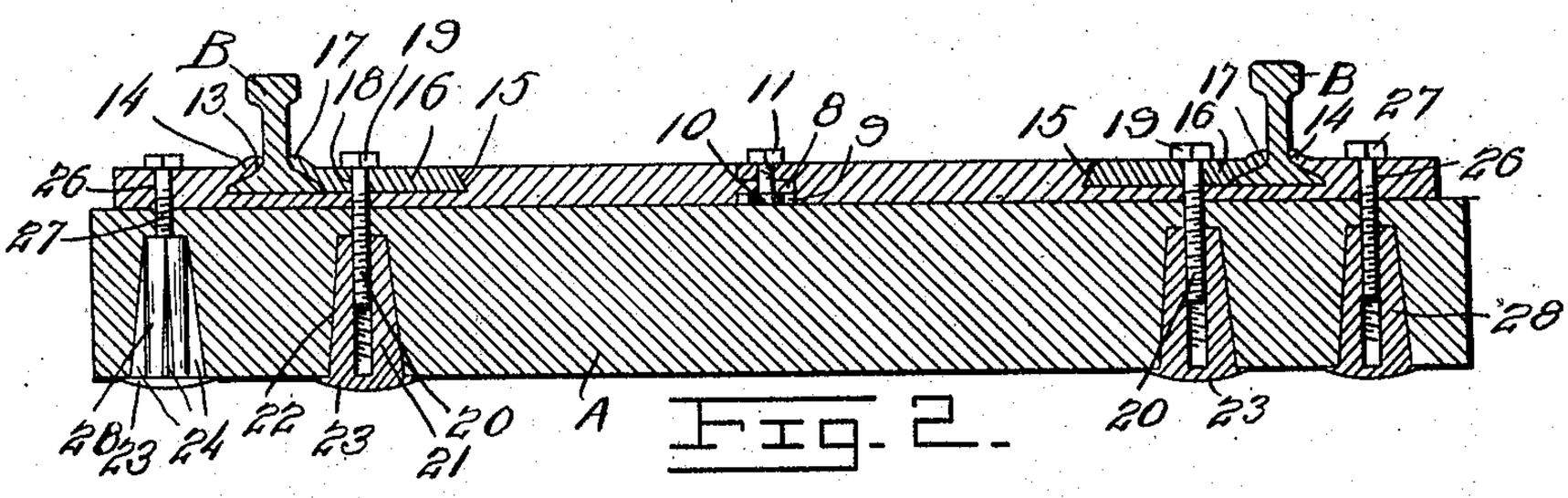


Fig. 2.

Fig. 3.

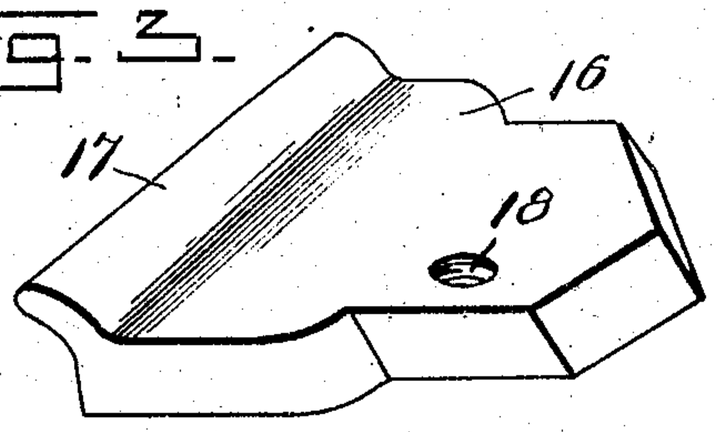
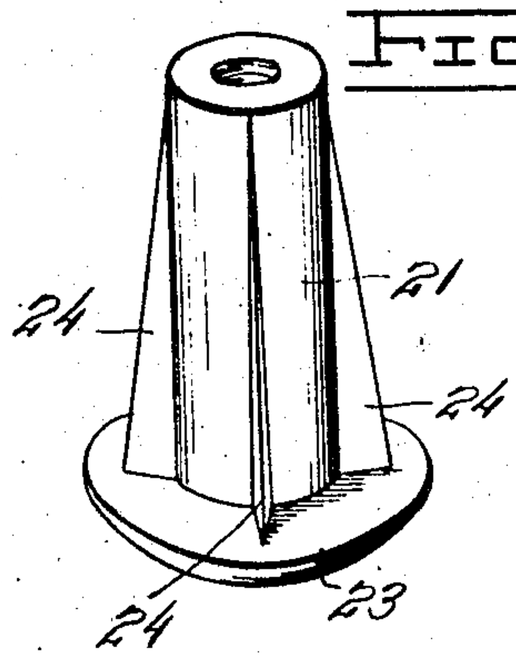


Fig. 4.



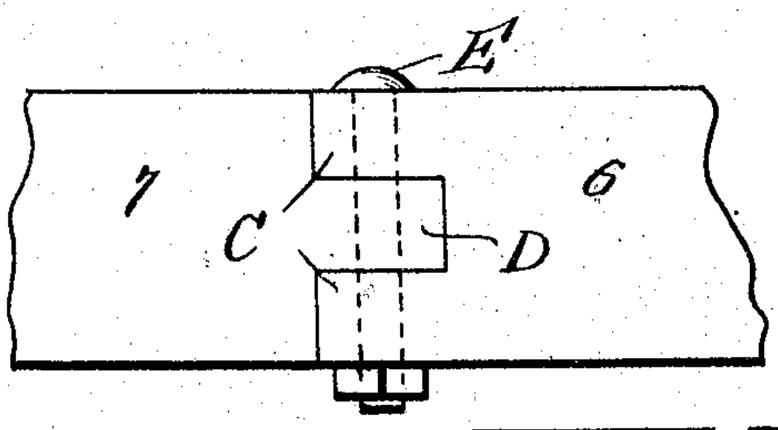


Fig. 5.

Witnesses
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UNITED STATES PATENT OFFICE.

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RAILROAD-TRACK STRUCTURE.

No. 919,757. Specification of Letters Patent. Patented April 27, 1909.

Application filed March 30, 1908. Serial No. 424,223.

To all whom it may concern:

Be it known that I, WEBSTER D. PEASLEE, a citizen of the United States, residing at Whitefield, in the county of Lincoln and State of Maine, have invented certain new and useful Improvements in Railroad-Track Structures, of which the following is a specification.

This invention relates to railway ties.

Heretofore, in railway track structures, tracks have been fastened principally by use of the well known spikes engaged in the material of the tie and which result in abrasion and damage to the tie. The spikes soon cause decay of the tie, and it is therefore an object of this invention to provide a structure including separable plates which may be conveniently engaged with the tracks, and afterward bolted or otherwise secured together and which rest upon the upper face of the tie, the tie being provided with suitable metallic sleeves arranged to receive fastening devices carried by the sectional members of the plate and which are adapted to securely hold the plate and the tracks engaged therewith to the tie.

Other objects and advantages will be apparent from the following description and it will be understood that changes in the specific structure shown and described may be made within the scope of the claims without departing from the spirit of the invention.

In the drawings forming a portion of this specification, and in which like characters of reference indicate similar parts in the several views, Figure 1 is a top plan view of a railway tie showing the application of the present invention thereto, Fig. 2 is a longitudinal sectional view of a similarly equipped railway, Fig. 3 is a detail perspective view of one of the rail engaging members, Fig. 4 is a perspective view of one of the sleeves. Fig. 5 is a detail top plan view of a slightly modified form of my invention.

Referring now more particularly to the drawings, there is shown a railway tie A of ordinary construction which supports upon its upper surface a metallic member 5 comprising two sections 6 and 7 respectively. The section 6 at its inner end, is cut away upon its upper and under sides to form an inwardly directed tongue 8 disposed in a recess 9 formed in the under side of the member 7 at its inner end. By the provision of the tongue 8 carried by the section 6 it will be seen that a bolt may be coengaged through registering passages formed in the tongue and in the end of the member 7 respectively, the head 10 of the bolt being disposed beneath the tongue, as shown, and the outer threaded end being disposed outwardly of the member 7 to receive a fastening nut 11. The sections 6 and 7 respectively adjacent their outer ends are provided with substantially elliptical shaped enlargements 12 which are grooved transversely as shown at 13. The grooves receive the rails B, as shown. The sections are also provided with inwardly directed rail flange engaging tongues 14. The grooves have their inner side walls undercut as shown at 15, and these grooves thus receive rail engaging devices 16 having beveled inner edges to conform to the undercut portions of the grooves adjacent the inner ends of the sections.

The rail engaging devices are provided with outwardly directed tongues 17 engaged with the rail flanges at the opposite side from the tongues 14 as previously described.

The rail engaging devices are provided with vertical passages 18 which receive vertically disposed bolts 19 having threaded ends 20 engaged in internally threaded sleeves 21 disposed in passages 22 formed in the tie A, as shown. The sleeves 21 are provided with heads 23 at their lower ends engaged with the bottom of the tie, and these sleeves are also provided with vertically disposed wings 24 having knife edges whereby the sleeve may be conveniently held against rotation in the tie. Adjacent its outer end, each section is provided with a vertically disposed passage 26 arranged to receive a vertically disposed bolt 27 which is also engaged in a sleeve 28 similar to the sleeves previously described.

It will thus be seen that a simple track structure is provided which may be used in connection with wooden ties of ordinary construction and which, when a place with the rail, will prevent spreading of the same as is obvious. The rails and their fastening devices are not engaged directly with the material of the tie and therefore reduce abrasion of the wood to a minimum and thus prolong the life of the tie.

In the form of my invention shown in Fig. 5, the member 6 is forked as shown at C, and between the arm of the fork, there is disposed a reduced portion D of the member 7.

The arm of the forked portion, and the reduced portion respectively receive a horizontally disposed bolt E.

What is claimed is:

1. A railway tie comprising opposite sections adapted to coengage centrally upon a tie, each of said sections having an enlarged portion adjacent its outer end, said enlarged portion having a transverse recess opening through the opposite edges of the section, the outer side of said recess being rectilinear and being undercut inwardly, the opposite side of the recess being of angular shape and similarly undercut, said recess being adapted to receive a rail flange therein in engagement under the outer side of the recess, a block adapted to be disposed in said recess beside a rail, said block having an angular side beveled for engagement beneath said angular side of the recess, and being provided with an opposite rail-engaging flange adapted to engage closely against a rail, said block and tie section having registering openings therethrough, and means adapted to coengage through said openings to secure said block and tie in engaged position upon a support.

2. The combination with a railroad tie having vertical passages therethrough, of an internally threaded longitudinally winged sleeve, adapted to be driven into said vertical passages to prevent rotation and having a lateral flange at its lower end, a rail engaging plate adapted to be disposed upon the tie, a detachable rail-engaging block carried thereby and a bolt adapted to be engaged through said block and plate and with said sleeve to hold a rail in position.

3. In a railway structure, the combination with a tie having vertical passages therethrough, of opposite tie plates disposed thereupon and adapted for coengagement centrally of the tie, said plates having their end portions laterally enlarged and provided with transverse recesses opening on the opposite edges of the plates, the opposite sides of said recesses being undercut, one of the sides of each of said recesses being rectilinear, and the opposite sides being angular, said recesses being adapted to receive a rail flange therein in engagement with said rectilinear side, a block having a beveled angular side and an opposite rail-engaging flange, and being adapted to be secured in said recess to retain a rail therein, said block and plate having registering openings therethrough, internally threaded longitudinally winged and headed sleeves in driven engagement in said vertical passages through the tie, and bolts engaged through said opening through the blocks and plates and with said sleeves to secure a rail in said recess and hold said plates upon the tie.

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

WEBSTER D. PEASLEE.

Witnesses:

ALBRO C. CHENEY,

LAURETTA E. PEASLEE.