

C. W. GLOSOP.
RAILWAY TIE.

APPLICATION FILED NOV. 9, 1912.

1,063,195.

Patented June 3, 1913.

2 SHEETS—SHEET 1.

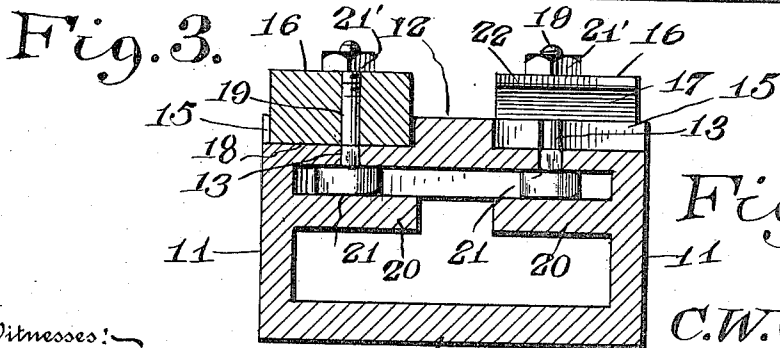
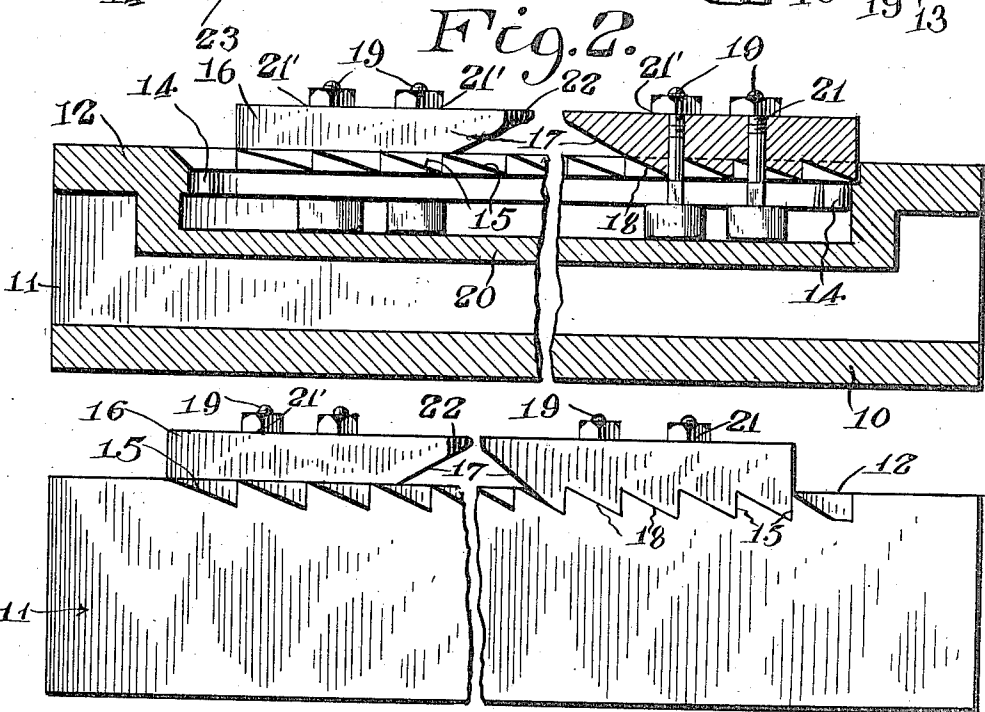
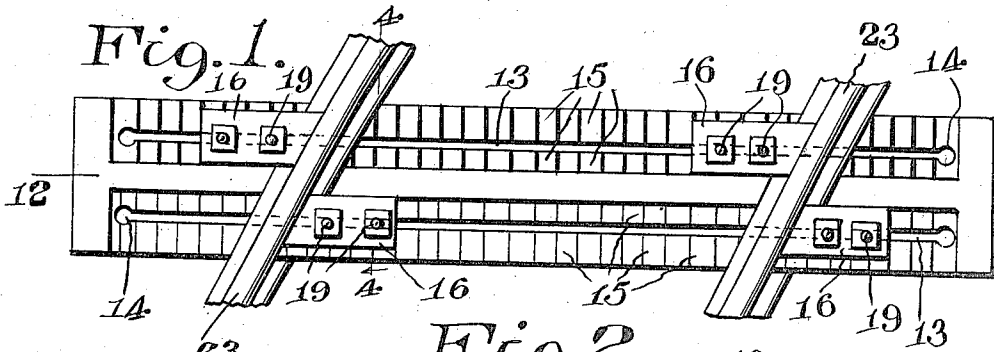
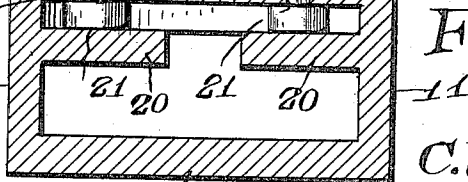


Fig. 4.



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2 SHEETS-SHEET 2.

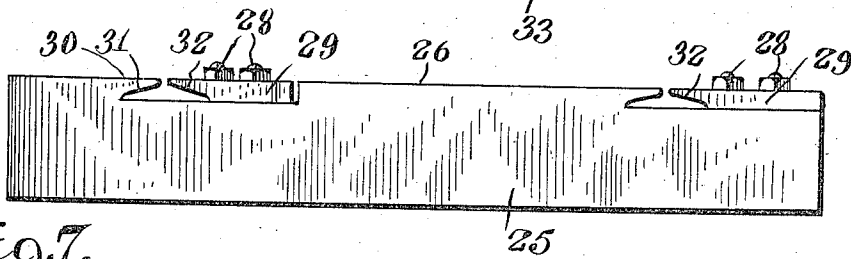
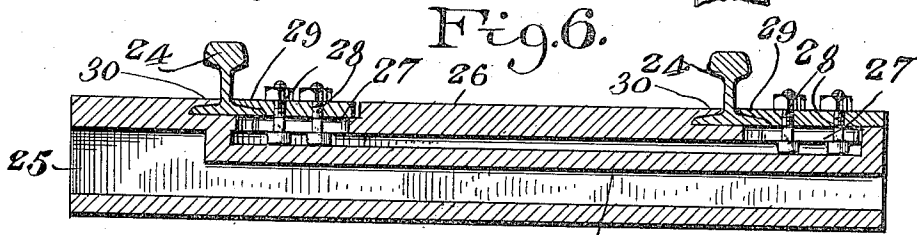
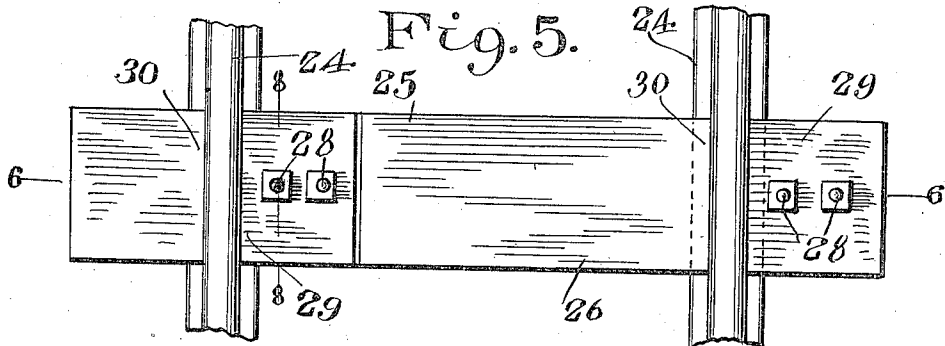


Fig. 7.

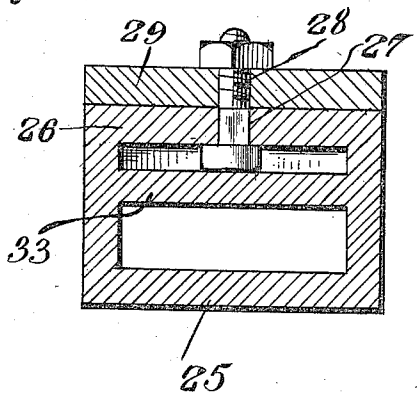


Fig. 8.

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UNITED STATES PATENT OFFICE.

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RAILWAY-TIE.

1,063,195.

Specification of Letters Patent.

Patented June 3, 1913.

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To all whom it may concern:

Be it known that I, CHARLES W. GLOSOP, a citizen of the United States, residing at Delton, in the county of Barry, State of Michigan, have invented certain new and useful Improvements in Railway-Ties; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to railway ties and has for an object to provide a railway tie which will have novel means for securely anchoring the traffic rails against spreading.

A further object of the invention is to provide a railway tie having novel means for securing the traffic rails in various angular positions relatively to the tie to adapt the tie for supporting the rails of switches which branch off from the main line.

With the above objects in view the invention consists of certain novel details of construction and combination of parts hereinafter fully described and claimed, it being understood that various modifications may be made in the minor details of construction within the scope of the appended claim.

In the accompanying drawings forming part of this specification—Figure 1 is a plan view of the tie applied. Fig. 2 is a longitudinal sectional view through the tie. Fig. 3 is a side elevation of the tie. Fig. 4 is a cross sectional view taken on the line 4—4 Fig. 1. Fig. 5 is a plan view of a modified form of tie. Fig. 6 is a longitudinal sectional view taken on the line 6—6 Fig. 5. Fig. 7 is a side elevation of the tie shown in Fig. 5. Fig. 8 is a cross sectional view taken on the line 8—8 Fig. 5.

Referring now to the drawings in which like characters of reference designate similar parts, the tie is shown to be in the form of a box open at the ends and comprising a bottom 10, side walls 11, and a top wall 12, the tie being preferably formed of metal. The top wall 12 is provided with spaced longitudinal slots 13 which terminate in circular openings 14, and on the side edges of each slot are formed teeth 15, the teeth corresponding to one of the slots pointing in the opposite direction from the teeth corresponding to the mating slot. Arranged on the top wall is a pair of rail clamps 16 each in the nature of a block having one end

edge beveled as shown at 17 to engage over the rail base flange, these clamps engaging opposite sides of the rail base flange. Each block is provided on the bottom face with teeth 18 adapted to mesh with the teeth of the related slot, and furthermore a pair of bolts 19 are passed through each block and through the slot, and into engagement with a stop plate 20 carried within the tie and extending longitudinally of the corresponding slot, the heads of the bolts bearing against the top face of this plate, and the nuts of the bolts bearing against the top face of the clamp as indicated at 21 and 21'. The inner corners 22 of the clamps are beveled as shown to fit against the web of a switch rail 23, the switch rail being inclined across the tie, and being positively held in this position by the rail clamps 16, since these clamps are anchored against movement by their teeth meshing with the teeth of the slots. In mounting the clamps, the bolts are first passed through the circular openings 14 of the related slots, the clamps being then slid toward each other longitudinally of the tie and into engagement with the rail base flange, the nuts finally being tightened to rigidly secure the clamps in position.

In Figs. 5 to 8 inclusive is shown a modified form of a tie designed primarily for use on main lines in which the traffic rails 24 extend transversely across the tie. The tie in this instance is in the form of an open ended box 25 constructed as above described, the top wall 26 of the box being provided near the ends with aligned longitudinal slots 27 through which the securing bolts 28 of rail clamps 29 are passed, one of these rail clamps engaging the outer side of one of the rail base flanges and the other clamp engaging the inner side of the mating rail base flange, there being a pair of spaced rail base clamps 30 formed integral with said top wall and engaging the opposite sides of the rail base flanges engaged by the first named clamps. The confronting edges of both the movable and stationary clamps 29 and 30 are beveled as shown at 31 and 32 to conform to the contour of the rail base flanges. Arranged within the tie is a stop plate 33 which bears against the heads of the bolts as above described.

What is claimed, is:—

A hollow railway tie having spaced paral-

lel slots in the top wall, teeth on the side
edges of said slots, the teeth of one slot
pointing in an opposite direction from the
teeth of the other slot, stop plates within
5 said tie extending longitudinally of said
slots, rail clamps on said top wall each hav-
ing teeth on the bottom face adapted to
mesh with the teeth of the corresponding
slot in said top wall, the confronting faces
10 of said clamps being beveled, and bolts

passed through said clamps and through
said slots and bearing against said stop
plates.

In testimony whereof, I affix my signa-
ture, in the presence of two witnesses.

CHARLES W. GLOSOP.

Witnesses:

G. A. MANTEL,

WINIFRED GLOSOP.

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