

V. B. WHEATON.
RAILROAD TIE.
APPLICATION FILED MAY 9, 1911.

1,016,806.

Patented Feb. 6, 1912.

Fig. 1

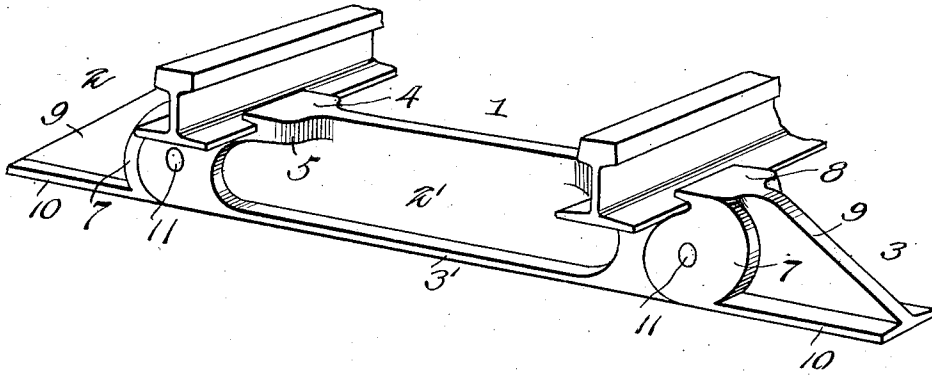


Fig. 2

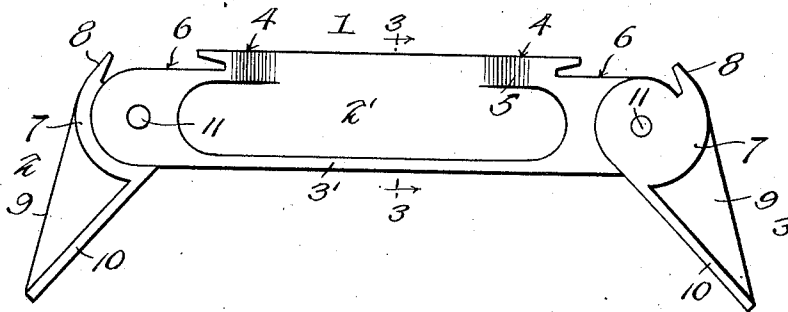


Fig. 3.

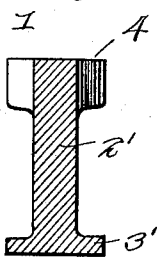


Fig. 5.

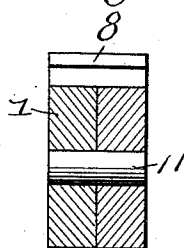
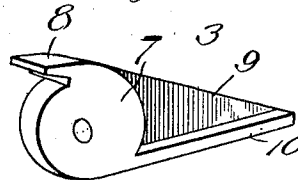


Fig. 4.



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RAILROAD-TIE.

1,016,806.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, VICTOR B. WHEATON, a citizen of the United States, residing at Ionia, in the county of Ionia and State of Michigan, have invented new and useful Improvements in Railroad-Ties, of which the following is a specification.

This invention relates to improvements in ties for railway rails, and the primary object of the invention is to provide a tie of this character which will effectively secure the rail upon the tie without the employment of spikes, fish plates or other analogous devices.

A further object of the invention is to provide a tie of this character having means for sustaining the rail and engaging the base flanges thereof, the peculiar structural formation of the tie also providing means whereby the rails are more securely engaged as the pressure or weight of the rolling stock passes thereover.

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

In the drawings accompanying this specification, there has been illustrated a simple and preferred embodiment of the improvement, it being understood, however, that the showing therein is merely illustrative and that changes in the minor details of construction, as to size, proportion, etc., which fall within the scope of the appended claim, may be resorted to, if desired.

In the drawings,—Figure 1 is a perspective view of a tie constructed in accordance with the present invention, and illustrating a railway rail supported thereon. Fig. 2 is a side elevation of a tie showing the pivoted ends thereof swung to receive the rails. Fig. 3 is a transverse sectional view, taken approximately upon the line 3—3 of Fig. 2. Fig. 4 is a detail perspective view of one of the ends of the tie. Fig. 5 is a similar sectional view of one of the ends of the body of the tie.

The improved tie may be constructed of any desired material preferred, and the said tie comprises essentially a central or body portion 1 and pivoted end members 2 and 3. The central portion of the body 1 comprises what may be termed a vertical web 2', the

lower portions forming oppositely arranged off-set flanges 3'. The ends of the body, however, are enlarged, and are each provided with a flange engaging lip 4, which is arranged approximately in a parallel line with the web 2' of the body 1. The enlarged ends 5 of the body 1 below the said lips 4 are horizontally straight as at 6, and these straightened portions are adapted to receive the base flanges of the rails. The opposite ends of the enlargements 5 are each formed with a cut away portion, the inner wall provided by each of the said cut away portions being rounded, while the extremities of the sides of the enlarged ends 5 are also rounded. Both of the ends 2 and 3 are of a substantially similar construction, and the reference characters designating the parts of one of the said ends may be taken as equally applicable to the second end. The ends have their inner faces enlarged as at 7, the upper portions of the said enlargements providing lips 8 which overlie the horizontally straight portion 5 of the enlargement 6 of the body. Each of the ends is formed with a centrally arranged outwardly and downwardly inclined web 9, the portions adjacent the said webs providing the oppositely arranged flanges 10. Each of the said ends has one of its faces cut away and the inner wall provided thereby rounded to snugly engage with the rounded extensions of the body. The opposite or extending face of each of the ends is also rounded to engage within the pocket provided by the cut away portion at the ends of the body 1. The extensions adjacent the cut away portions of both of the ends and of the body are pivotally connected together as at 11, and from the above description, taken in connection with the accompanying drawings, the simplicity of the device, as well as the method of securing the rails thereto, will, it is thought, be perfectly apparent to those skilled in the art without further detailed description. It may be stated, however, that the flanges 3' of the body and the flanges 10 of the ends 2 and 3 form means whereby the tie is effectively sustained in the ballast of the road bed, and also that the pivots connecting the body and ends are so arranged that a downward pressure upon the body will swing the lips of the ends toward the said body, and thus tightly compress the flanges of the rails upon the tie

when the rolling stock is passing there-over.

Having thus fully described the said invention, what I claim is:—

- 5 A tie for railway rails comprising a central or body portion, the said body portion comprising a vertically straight web having off-set flanges, the ends of the body being enlarged, the said ends of the body adjacent the upper portion thereof being 10 formed with lips and having horizontally straight portions arranged below said lips, the said ends of the body being formed with reduced extending portions, end members 15 for the body, each of said end members having their inner portions enlarged and pro-

vided with lips adapted to overlie the horizontal portions of the body, the said ends being further provided with extensions which are pivotally connected with the ex- 20 tensions of the body, the said ends being inclined downwardly and outwardly from their enlarged portions, and the said inclined portions each comprising a central web and integrally formed off-set flanges. 25

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

VICTOR B. WHEATON.

Witnesses:

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