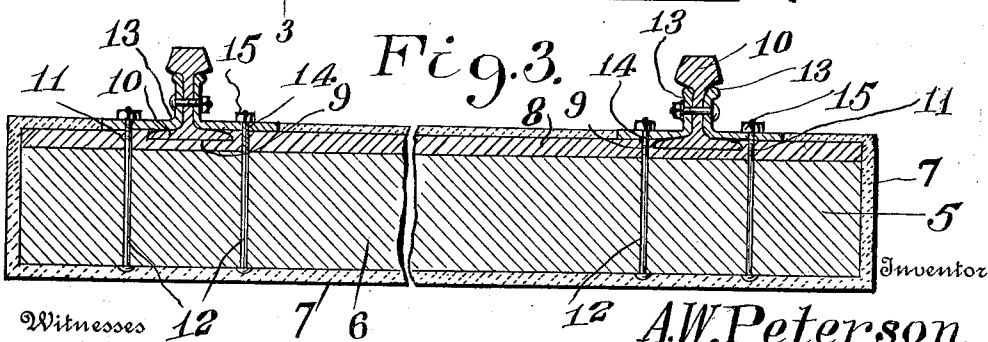
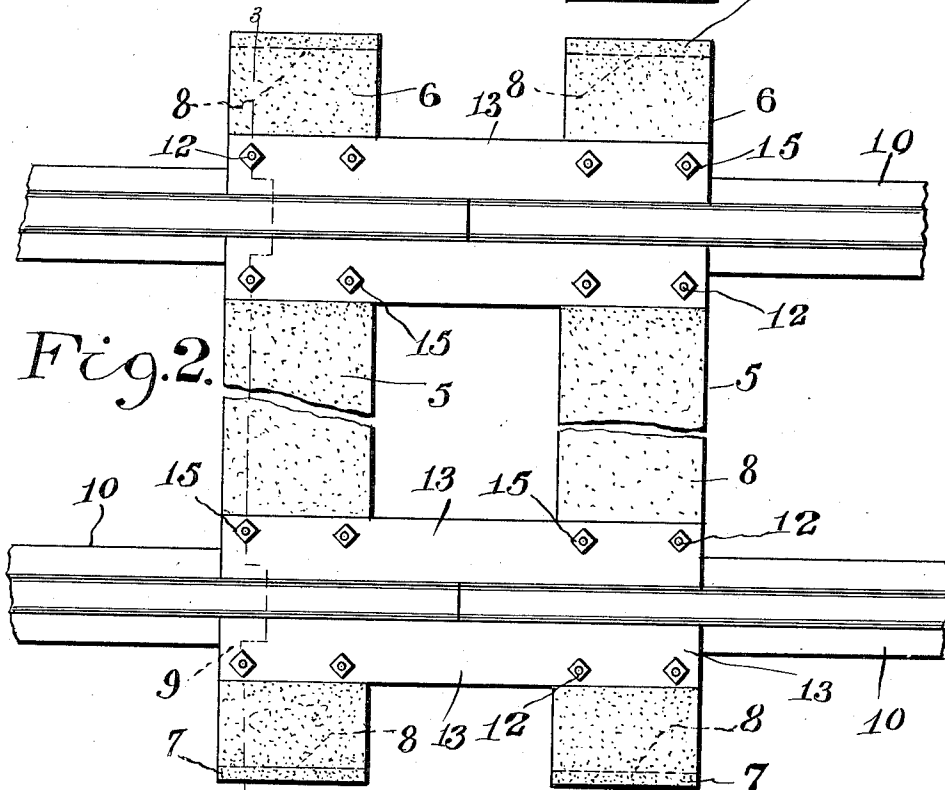
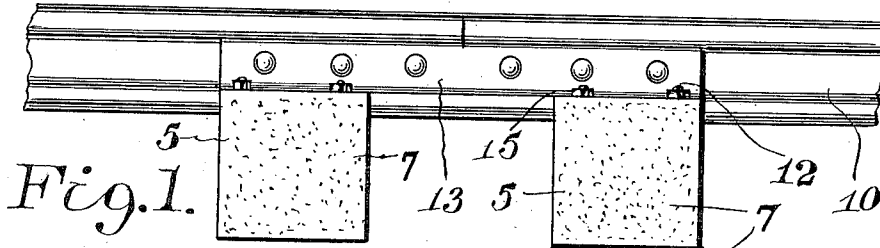


A. W. PETERSON.
RAILROAD TIE.
APPLICATION FILED AUG. 25, 1911.

1,029,628.

Patented June 18, 1912.



Witnesses
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[Signature]

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UNITED STATES PATENT OFFICE.

ALFRED W. PETERSON, OF ALBERTVILLE, WISCONSIN.

RAILROAD-TIE.

1,029,628.

Specification of Letters Patent.

Patented June 18, 1912.

Application filed August 25, 1911. Serial No. 645,940.

To all whom it may concern:

Be it known that I, ALFRED W. PETERSON, a citizen of the United States, residing at Albertville, in the county of Chippewa, State of Wisconsin, have invented certain new and useful Improvements in Railroad-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 new and useful improvements in ties and more particularly to that class designed for use in connection with railroads.

An object of this invention is the provision of a tie of such construction that the life of the same will be greatly lengthened, and also one which is constructed to provide a means for fastening the rails thereon in their proper positions.

A further object of this invention is the provision of a tie of the nature described which will be comparatively simple and inexpensive to manufacture, reliable and efficient in use and readily operated.

With the above and other objects in view, this invention resides in the novel features of construction, formations, combinations and arrangements of parts to be hereinafter more fully described, claimed and illustrated in the accompanying drawings in which,

Figure 1 is an end elevation of my invention. Fig. 2 is a top plan view thereof, and Fig. 3 is a longitudinal sectional view taken on the line 3—3 of Fig. 2.

Referring to the accompanying drawings by similar characters of reference, the numeral 5 designates generally my improved tie which consists of a rectangular shaped body portion 6 formed from wood or any other similar flexible material, the same being covered at its bottom and opposite sides and ends by a coating 7 of cement or other similar material. A metal plate 8 rests upon the upper sides of the body portion 6 and is formed with transverse grooves or channels 9 adapted to receive the base flanges of the rails 10. The body portion 6 of the tie and the plate 8 are alignedly apertured as at 11 for the reception of bolts 12 which have their heads interposed between the body 6 and the lower portion of the coating 7, and their threaded terminals ar-

ranged in spaced relation upon the opposite sides of the channels 9. Fish plates 13 are bolted in the usual manner to the connecting webs of the rails 10 and are extended beyond the opposite sides of the base flanges, in which extended portions these said fish plates are formed with openings 14 which receive the threaded terminals of the bolts 12. Locking nuts 15 are located upon the bolts 12 and serve to retain the rails against displacement.

In order to preserve the material composing the plate 8 the opposite sides of the coating are extended over the upper face thereof to engage the edges of the said fish plates 13. This formation of the coating also serves to insure the fish plates against any undesired movement in case the openings 11 became slightly enlarged.

The foregoing disclosures illustrate but one embodiment of my invention, but it is to be understood that various minor changes may be resorted to within the scope of the appended claims, without departing from or sacrificing any of the advantages of the invention.

From the previous detailed description taken in connection with the accompanying drawing it will be manifest that a railroad tie is provided which will fulfil all of the necessary requirements of such a device.

Having thus fully described this invention what I claim is new and desire to protect by Letters Patent is:

The combination in a railroad tie, of a flexible body portion, a plate secured to the upper side thereof, a plastic coating engaging the opposite sides, ends and bottom of the body portion and sides and ends of the plate, rail engaging means extending transversely of the plate, and a coating of plastic material engaging the upper side of the plate and adjacent portions of the rail engaging means, and attached to the adjacent portions of the first mentioned coating, whereby the said rail engaging means will be held rigidly upon said plate and body portion.

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

ALFRED W. PETERSON.

Witnesses:

J. E. PANNIER,

HENRY LEBEIS, Jr.