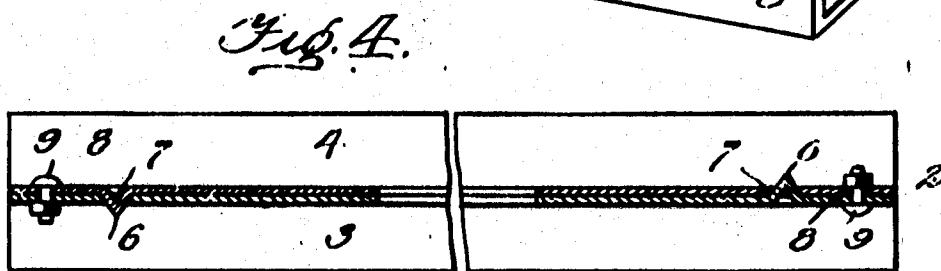
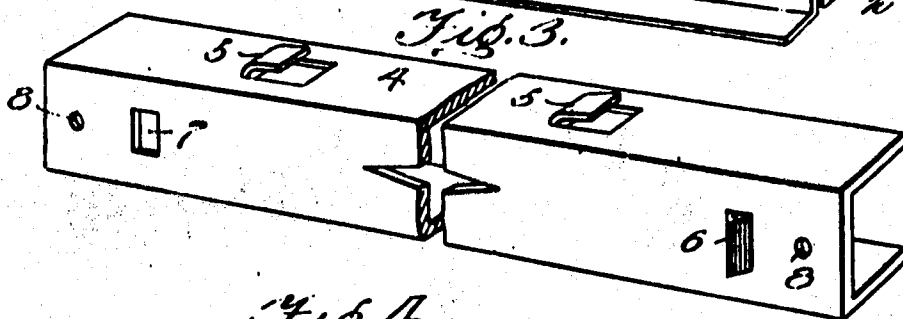
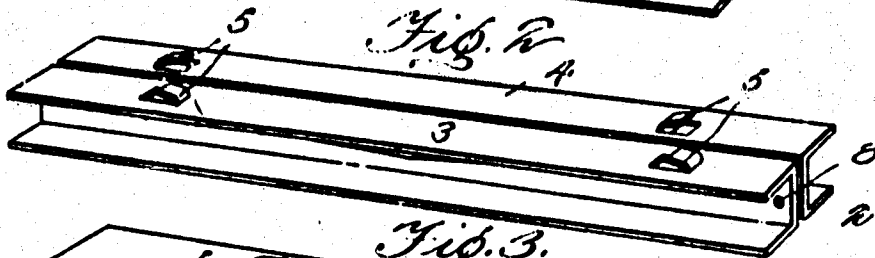
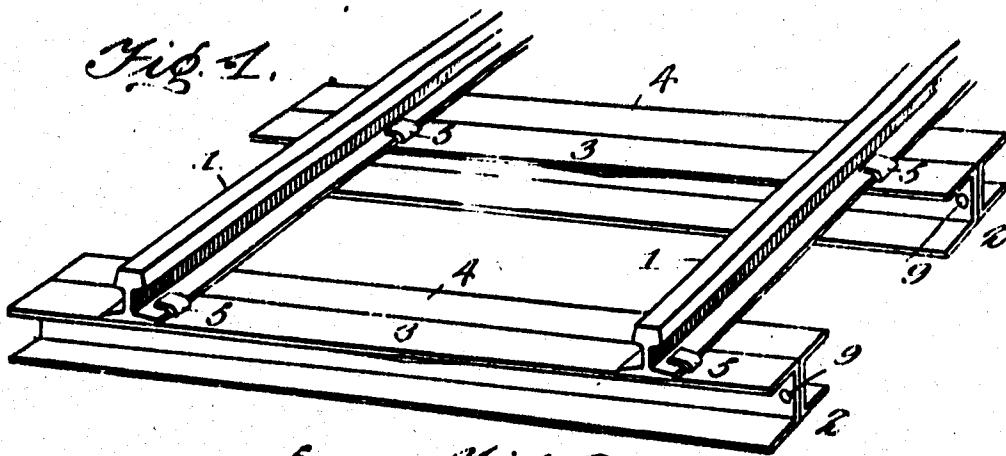


J. M. WEISEL.
RAILWAY TIE.
APPLICATION FILED JAN. 11, 1910.

974,728.

Patented Nov. 1, 1910.



Witnesses:

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JOSEPH M. WEISEL, OF ROCKWOOD, PENNSYLVANIA.

RAILWAY-TIE.

974,728.

Specification of Letters Patent.

Patented Nov. 1, 1911

Application filed January 11, 1910. Serial No. 537,434.

To all whom it may concern:

Be it known that I, JOSEPH M. WEISEL, a citizen of the United States, residing at Rockwood, in the county of Somerset and State of Pennsylvania, have invented new and useful Improvements in Railway-Ties, of which the following is a specification.

This invention relates to improvements in ties for rails, and the object of the invention is to provide a metallic tie of a comparatively cheap and thoroughly effective construction, comprising substantially a pair of cross-sectionally U-shaped members having their upper faces slit and the metal of the said slits being bent upwardly so as to provide integrally formed base flange engaging members, the ties having their meeting faces provided with efficient locking members and being further provided with removable securing elements whereby the said members are sustained in proper position with each other.

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

In the accompanying drawings there has been illustrated a simple and preferred embodiment of the improvement, and in which drawings,

Figure 1 is a perspective view of a road bed illustrating a pair of rails supported by my improved ties. Fig. 2 is an enlarged perspective view of one of the ties. Fig. 3 is a similar view of one of the members of the tie. Fig. 4 is a longitudinal sectional view taken through the members forming the tie.

In the accompanying drawings the numeral 1 designates a pair of railway rails of the ordinary construction and 2 the ties adapted to support the said rails. Each of the ties 2 comprises a pair of members 3 and 4, the said members being each constructed of longitudinally extending substantially cross-sectionally U-shaped metallic members. The upper portions of the members 3 and 4 are slit adjacent their ends, and the portion provided by these slits is bent upwardly to form the rail engaging clamps designated by the numeral 5.

By reference to Figs. 2 and 3 of the drawings it will be noted that the clamps 5 upon

the members 3 and 4 are arranged in opposite directions so as to provide a space between the said clamps equaling the width of the base flanges of the rail 1 and where the said flanges of the rails may be effectively and securely retained in proper position upon the ties. The connecting faces of the sections 3 and 4 are each provided with a beveled outturned portion designated by the numeral 6 adjacent one of its ends where adjacent its opposite end the said member is provided with a slot 7. The outturned beveled portion 6 of one of the members adapted to engage with the slot 7 upon the opposite member when the said members are in the position illustrated in Figs. 1 and 4 of the drawings. The connecting portions or faces of the members 2 and 3 are provided adjacent their ends with suitable openings 8, the same being adapted for the reception of detachable securing elements such as the usual bolts 9. In order to lessen the weight of the members 3 and 4, as well as to permit the ballast passing from one of the tie members to the other and firmly secure the ties upon the rail bed the connecting faces of the said members are centrally cut away in the formation of a diamond as illustrated in Figs. 3 and 4 of the drawings, and from the foregoing description, it is believed that the method of connecting the members 3 and 4 as well as the efficiency of the tie will be apparent to those skilled in the art to which the invention pertains.

It will be noted by providing the tie sections with beveled members 6, the said sections may be easily and quickly brought in proper position with each other, so that the bolted openings 8 will be brought into registry with the same for the reception of the said bolts and the clamps 5 will be properly spaced to engage with the base flanges of the rails 1.

Having thus described the invention, what I claim as new is:—

A railway tie comprising a pair of cross-sectionally U-shaped members, each of said members having their upper faces slit and the portions provided by these slits bent to form rail engaging clamps, the vertical walls of said members being centrally provided with aligning slots, each of said walls adjacent one of its ends being provided with

974,728

wedge shaped projection and being further provided adjacent its opposite end with a slot, and both of said walls being provided with bolt openings which are adapted to be brought into alinement when the wedge shaped projection of one of the members engages the slot of the opposite member.

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

JOSEPH M. WEISEL

Witnesses:

F. B. FOLK,
FRANKLIN G. LINDSAY.