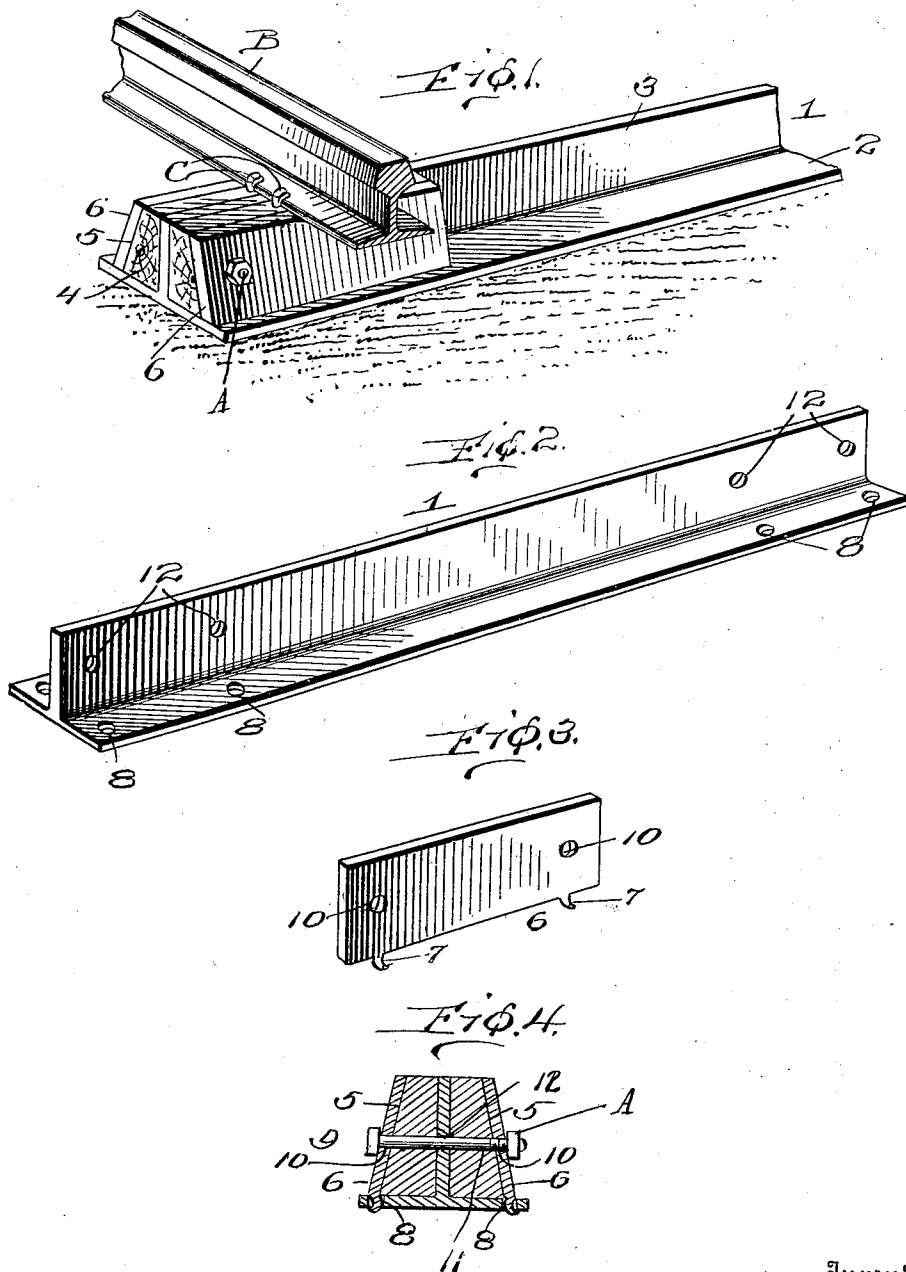


D. CLINE.
RAILWAY TIE.
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977,512.

Patented Dec. 6, 1910.



Witnesses

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UNITED STATES PATENT OFFICE.

DANIEL CLINE, OF PATOKA, INDIANA.

RAILWAY-TIE.

977,512.

Specification of Letters Patent.

Patented Dec. 6, 1910.

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To all whom it may concern:

Be it known that I, DANIEL CLINE, a citizen of the United States, residing at Patoka, in the county of Gibson and State of Indiana, have invented certain new and useful Improvements in Railway-Ties, of which the following is a specification.

This invention relates to new and useful improvements in railway ties.

10 The primary object of this invention is to provide a tie constructed principally of iron or other suitable metal, with a view of prolonging the life of the tie.

15 A further object of this invention is to provide a tie of the above character which will be simple and economical in construction and which may be mounted in position within the minimum time.

20 With the foregoing and other objects in view, the invention consists in the novel features of construction, combination and arrangement of parts, illustrated in the drawings and more particularly pointed out in the appended claim.

25 In the accompanying drawings, Figure 1 is a perspective view of a tie embodying my improvements with one rail in position. Fig. 2 is a similar view of the main section of the tie. Fig. 3 is a similar view of one of the side plates, and Fig. 4 is a transverse sectional view.

Referring to the drawings for a more particular description of the invention and which are for illustrative purposes only and are therefore not drawn to scale, the tie comprises the main section 1 consisting of the flat base portion 2 which rests upon the track bed and the central longitudinal vertically disposed web 3 which extends the full length of said base portion. A pair of filler blocks 4, preferably of wood, are arranged at each end of the tie with their inner faces fitting against the opposite sides of the web 3 and their bottoms resting on the top face of the base portion 2 of the main section. The outer faces of the filler blocks 4 are beveled inwardly, as at 5, against which fit the side fastening plates 6. The side plates 6 are preferably of a length to correspond with that of the filler blocks 4 and are provided at their bottom edges with the downwardly projecting lugs 7 which, when the side plates are in position, pass through corresponding vertical

apertures 8 formed near the opposite side edges of the base portion 2 of the main section. The main tie section, filler blocks 4 and the side plates are held together as a unit by the fastening bolts 9 which pass through corresponding apertures 10, 11 and 12 in the side plates, the filler blocks and the web of the main tie section, respectively. Nuts A are screwed on the threaded ends of the bolts against the outer faces of the adjacent side plates, the purpose of which will be evident.

The rails B are mounted on the tie in the manner shown and are held in position by the usual spikes C which are driven into the filler blocks.

From the foregoing description, it will be readily perceived that a tie constructed in accordance with this invention, will last almost indefinitely and that the several component parts of the tie may be readily assembled or separated, as occasion may necessitate. Owing to the removability of the side plates 6, the filler blocks may be removed and new blocks substituted, should the original filler blocks become unfit for further service.

While the side plates 6 are shown of a length corresponding with that of the filler blocks and a pair of these side plates arranged at each side of the tie, if desired, only two side plates may be used for each tie by making them of the same length as the tie.

From the foregoing description taken in connection with the drawings, it is thought that the construction and advantages of this invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportions and minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention as defined in the appended claim.

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

A railway tie of the class described comprising a main section consisting of a base portion and a central longitudinal vertically disposed web portion, said base portion provided at opposite ends with pairs of lug receiving apertures, filler blocks arranged at opposite ends of the main section to provide a support for the track rails and a fasten-

ing means for the rail spikes, side plates
mounted upon opposite ends of the base por-
tion of the main section against the filler
blocks and having downwardly extending
5 lugs at their bottom edges to pass through
the apertures of the main section and fasten-
ing means passing through the side plates,
the filler blocks and the web of the main sec-

tion for securing the several parts of the tie
together as a unit. 10

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

DANIEL CLINE.

Witnesses:

HENRY J. OTTO,

CHARLES O. BALFUT.