

C. F. McCOMAS.  
RAILWAY TIE.  
APPLICATION FILED JUNE 1, 1912.

1,043,621.

Patented Nov. 5, 1912.

Fig. 1.

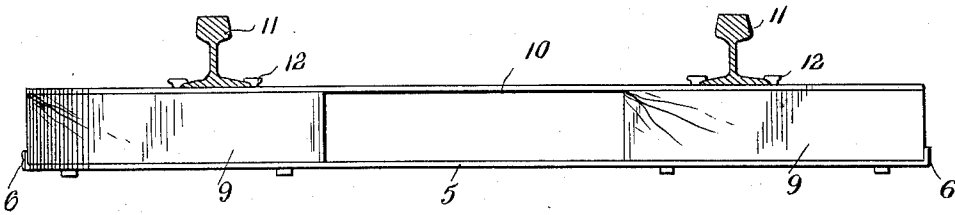


Fig. 2.

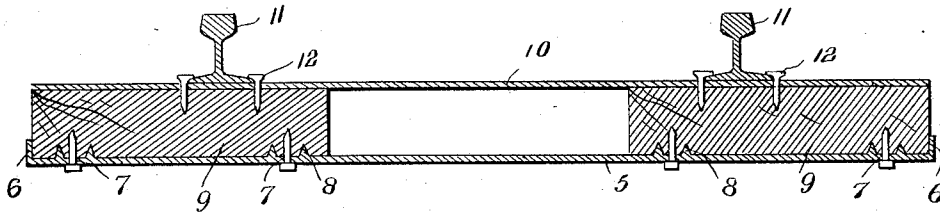
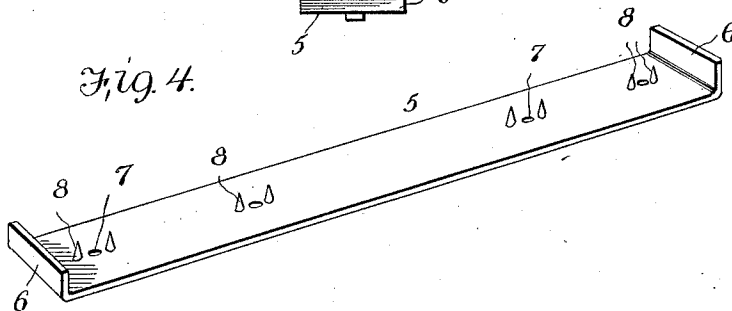


Fig. 3.



Fig. 4.



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# UNITED STATES PATENT OFFICE.

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## RAILWAY-TIE.

1,043,621.

Specification of Letters Patent.

Patented Nov. 5, 1912.

Application filed June 1, 1912. Serial No. 700,984.

*To all whom it may concern:*

Be it known that I, CHARLES F. McCOMAS, a citizen of the United States, residing at Denison, in the county of Grayson and State of Texas, have invented new and useful Improvements in Railway-Ties, of which the following is a specification.

The general object of this invention is the provision of a simply constructed railway tie which is principally made of metal, thereby increasing the utility and efficiency of the same and also providing for a limited degree of flexibility under the strain to which devices of this character are subjected.

In carrying out the objects of the invention generally stated above, it will be understood, of course, that the essential features thereof, are susceptible to changes in details and structural arrangements, one preferred and practical embodiment being shown in the accompanying drawing, wherein:—

Figure 1 is a side elevation of the tie constructed in accordance with the invention. Fig. 2 is a vertical longitudinal sectional view thereof. Fig. 3 is an end elevation. Fig. 4 is a perspective view of the base plate used in connection with the invention.

Referring more particularly to the accompanying drawing in which like reference characters designate similar parts, it will be seen that the improved tie comprises a base plate 5 formed of metal, said plate being of the usual length and width of the railway tie and having its ends bent to form laterally extending flanges 6. The base plate 5 is provided adjacent each end thereof with a plurality of spoke receiving openings 7 and formed contiguous to said opening on the upper side of said plate are a plurality of pointed projections 8 for a purpose which will be presently described.

A block of wood 9 of the required flexibility is adapted to be mounted at each end of the base plate 5, said blocks being initially forced into engagement with the pro-

jections 8 in order to retain the same in position preparatory to driving the spikes through the openings 7. After the blocks are in position it will be seen that the same will abut the ends of the flanges 6 and the inner ends of said blocks will be spaced from each other. When the parts have been thus far secured together the same are properly embedded in the road bed for mounting the rails thereon. The top plate 10 is also made of suitable metal and which is of corresponding length and width to the base plate 5, is then laid upon the blocks 9. The rails 11 are then laid upon the top plate 10 and brought into proper alinement for driving the spikes 12 through suitable openings formed in said top plate into engagement with the blocks 9.

From the foregoing description taken in connection with the drawing it will be seen that the invention contemplates providing a railway tie which is simple in construction thus reducing the cost of manufacture of the same to a minimum and which is durable and effective in carrying out the purpose for which it is designed.

What is claimed is:—

A device of the class described comprising a base plate having a laterally extending flange at each end thereof, said base plate being also provided with a plurality of spike receiving openings adjacent each end thereof and projections contiguous to said openings, flexible members adapted to engage the end flanges and projections of said base plate, said members being spaced at their inner end, and a top plate resting upon said members and adapted to be secured thereto after the rails have been properly adjusted upon said top plate.

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

CHARLES F. McCOMAS.

Witnesses:

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