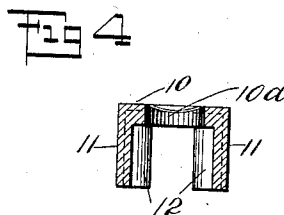
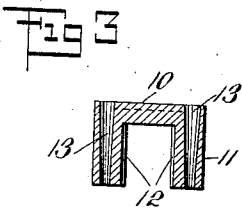
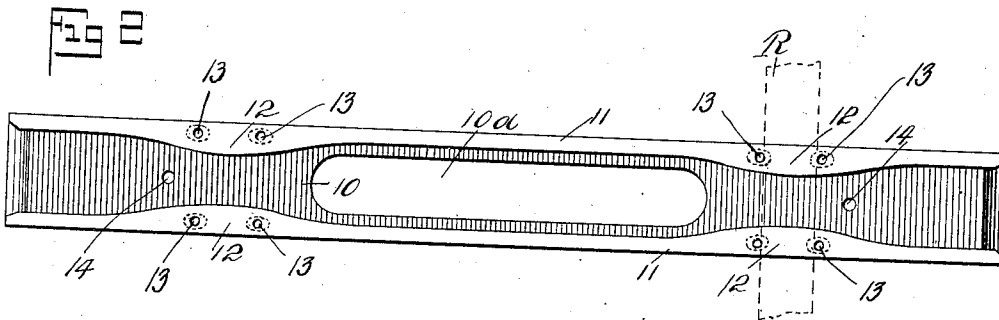
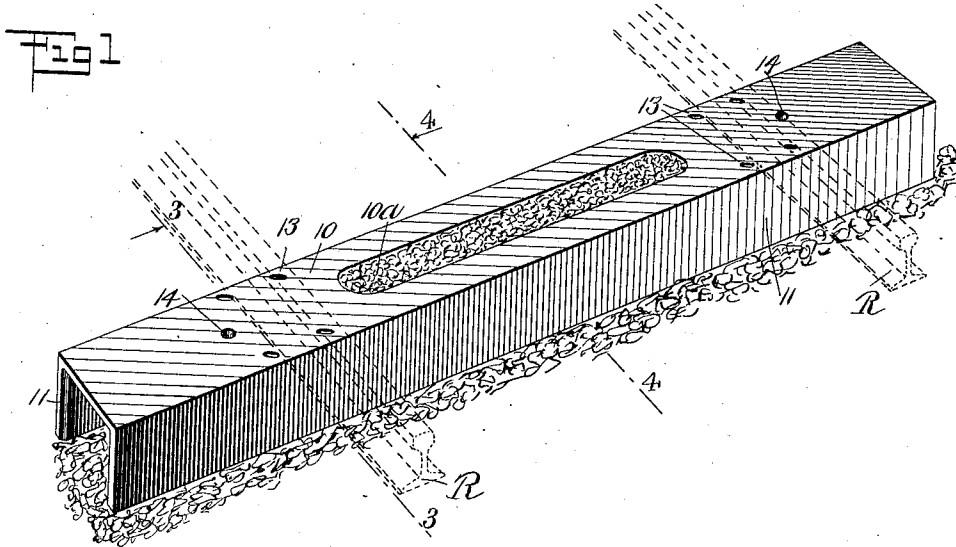


C. YEADICKE.
RAILROAD TIE.
APPLICATION FILED OCT. 9, 1912.

1,050,708.

Patented Jan. 14, 1913.



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UNITED STATES PATENT OFFICE.

CHARLES YEADICKE, OF KANKAKEE, ILLINOIS.

RAILROAD-TIE.

1,050,708.

Specification of Letters Patent.

Patented Jan. 14, 1913.

Application filed October 9, 1912. Serial No. 724,734.

To all whom it may concern:

Be it known that I, CHARLES YEADICKE, a citizen of the United States, and a resident of Kankakee, in the county of Kankakee and State of Illinois, have invented a new and Improved Railroad-Tie, of which the following is a full, clear, and exact description.

This invention relates to railroad construction and has particular reference to an improved form of cross tie for railroad rails which is made of metal and which for this reason has superior qualities of strength and endurance.

Among the objects of the invention is to improve the form or design of metallic ties whereby the ties are cheaper in construction, more stable and efficient in use, and in other respects are generally superior to other forms of ties heretofore proposed.

The foregoing and other objects of the invention will hereinafter be more fully described and claimed and illustrated in the drawings accompanying this specification in which like characters of reference indicate corresponding parts in all the views, and in which—

Figure 1 is a perspective view of a railroad tie made in accordance with this invention, the same being in place and indicating in dotted lines the position of the railroad rails; Fig. 2 is a bottom plan view of the tie; and Figs. 3 and 4 are transverse sections on the lines 3—3 and 4—4 respectively of Fig. 1.

Referring particularly to the drawings, this improved tie comprises preferably a flat rectangular top or upper surface 10 and a pair of sides 11 which are preferably vertical and made integral with the top 10. Said sides 11 have outer parallel plane rectangular faces. On their inner or opposing faces the side members 11 are vertical but there are formed thereon opposing inwardly projecting lobes 12 which materially strengthen the cross tie at the places directly beneath the rails R. Said lobes also reinforce the bracing effect of the tie, tending to resist crushing strains. The lower edges of the sides 11 lie in the same plane and have practically square or sharp corners which coöperate directly with the bed or ballast upon which the ties are placed.

The ends and bottom of the tie, except as above noted, are open and the top is cut out

centrally as shown at 10^a, whereby unnecessary material is saved and an opening is provided through which filling or ballast of any suitable nature may be introduced into the hollow interior of the tie and suitably packed in laying the railroad. By virtue of the form of the lower edges of the side members it will be understood that the coöperation between the tie and the ballast will be such as to render it practically impossible for the tie to creep in either direction in line with the railroad track. Furthermore, the formation of the lobes 12 and the packing material within and filling the opening 10^a will obviate any tendency for displacement laterally of the track or longitudinally of the ties.

Any suitable means may be provided for securing the rails R to the tie. As shown herein, I provide vertical holes 13 which extend from the top downward into or through the lobes 12. These holes may be of any suitable size or form, but are herein shown as being oblong in cross section and substantially flat and tapered, their upper ends being larger than their lower ends. The purpose of the holes 13 is to provide seats for chemically prepared blocks of wood upon which the base flanges of the rails will rest and into which the spikes of any suitable nature may be driven to secure the rails in place. Additional holes 14 are provided between the aforesaid holes and the ends of the tie which may be used for the securing of rail braces (not shown).

This improved tie may be made of any suitable material and the relative sizes and proportions of the component parts may vary from those indicated without departing from the spirit of the invention.

Having thus described my invention, I claim as new and desire to secure by Letters Patent:—

1. A metallic railroad tie comprising a flat rectangular top and sides integral with the edges of the top, said sides having plane vertical parallel rectangular outer faces and vertical inner faces having pairs of oppositely arranged inwardly projecting lobes, the bottom and the ends of the tie being open, and there being holes for fastening means extending from the top downwardly through said lobes, substantially as shown and described.

2. The herein described metallic railroad

tie comprising a flat rectangular top and side members integral therewith, the interior of the tie being hollow and the top being provided with a central longitudinal opening leading thereinto, the side members being provided with pairs of oppositely arranged inwardly extending lobes between said top opening and the ends of the tie, and each of said lobes being provided with tapered holes, the larger ends of which

communicate with the top surface of the tie, substantially as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CHARLES YEADICKE.

Witnesses:

JAMES T. BURNS,
EDWARD C. YEADICKE.

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