

No. 835,339.

PATENTED NOV. 6, 1906.

J. A. WESTHOFF.
RAILROAD TIE.

APPLICATION FILED JULY 19, 1906.

2 SHEETS—SHEET 1.

Fig. I.

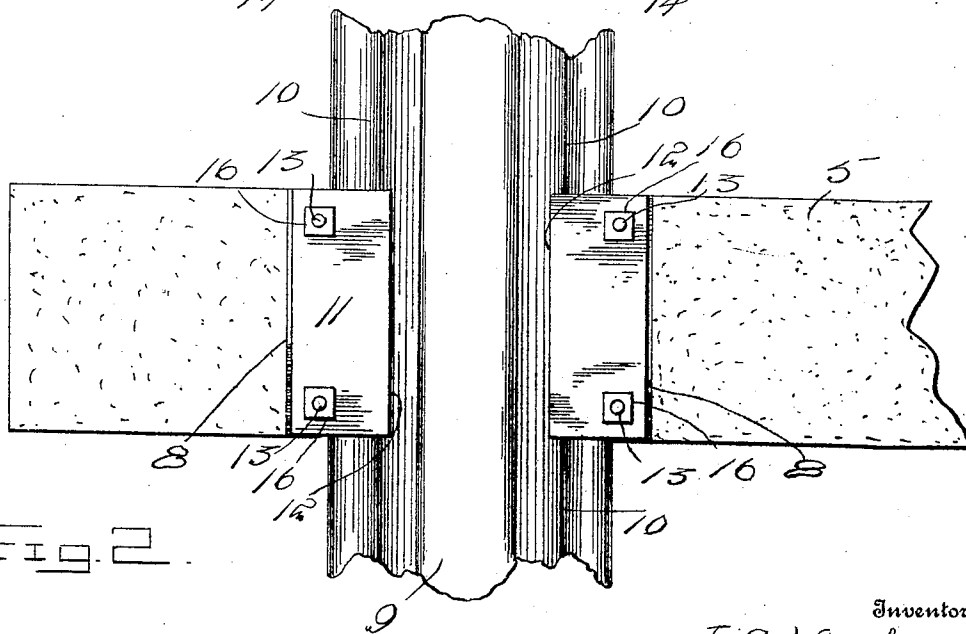
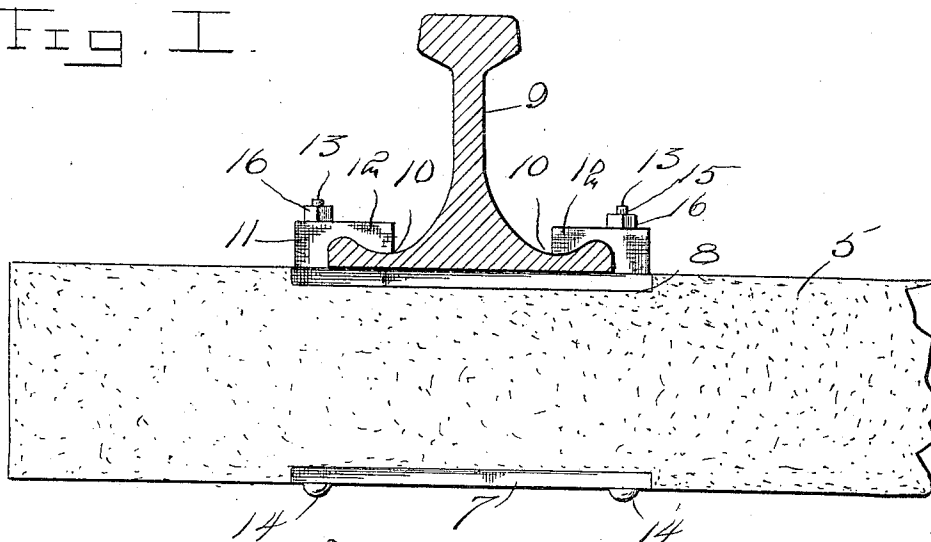


Fig. 2.

Witnesses
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2 SHEETS—SHEET 2.

Fig. 3.

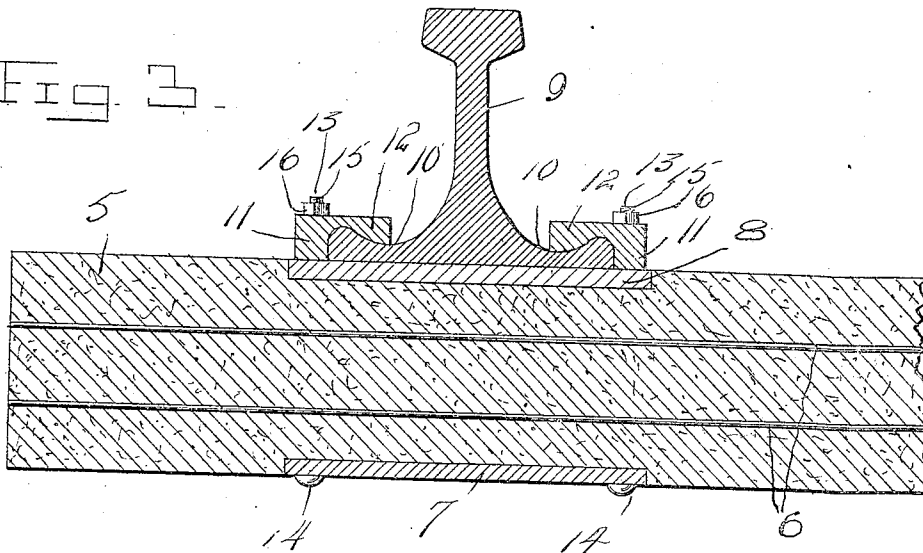
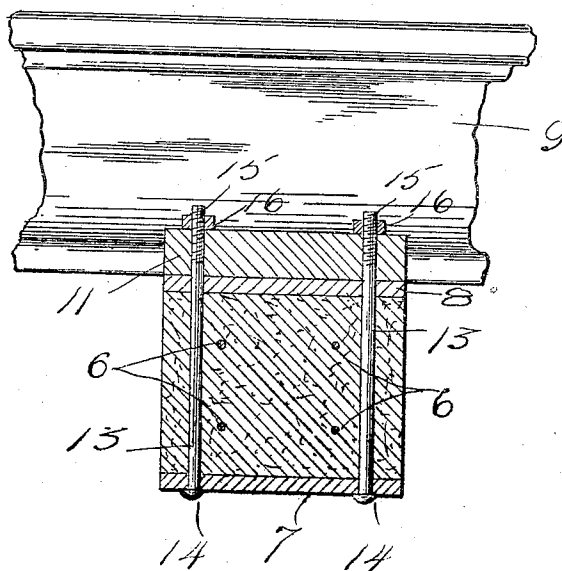


Fig. 4.



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JOHN A. WESTHOFF, OF O'FALLON, MISSOURI.

RAILROAD-TIE.

No. 835,339.

Specification of Letters Patent.

Patented Nov. 6, 1906.

Application filed July 19, 1906. Serial No. 326,917.

To all whom it may concern:

Be it known that I, JOHN A. WESTHOFF, a citizen of the United States, residing at O'Fallon, in the county of St. Charles, State of Missouri, 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 railroad-ties, and has for its object to provide a novel construction of tie to which a rail may be securely clamped, but from which it may be readily removed when desired; and the invention furthermore has for its object to simplify constructions of this nature without detracting from their efficiency.

Broadly speaking, the invention resides in the provision of a plastic tie having countersunk plates upon one of which the rail is adapted to rest, rail-clamping plates, and bolts engaged through the rail-clamping plates and the countersunk plates and also through the tie.

In the accompanying drawings, Figure 1 is a side elevation of a portion of a tie embodying my invention. Fig. 2 is a top plan view thereof. Fig. 3 is a detail vertical longitudinal sectional view through one end of the tie, and Fig. 4 is a transverse section through the tie with a portion of a rail in elevation.

Referring more specifically to the drawings, the numeral 5 denotes the tie, which is of the usual form and is preferably made of plastic material, such as cement or the like, and metallic rods 6, which are embedded in the tie and extend longitudinally thereof to strengthen the same.

The numerals 7 and 8 denote plates which are countersunk in the lower and upper faces of the tie, respectively, and 9 one of the rails of the railroad, which rail is designed to rest

directly upon the plate 8. As shown in the drawings, the upper face of the flange of each rail is recessed, as at 10, and disposed upon the plate 8 upon opposite sides of the rail 9 are rail-clamping plates 11, which include rail-engaging flanges 12, which have their under faces convexed to lie in the recesses 10 in the base-flanges of the rail. Bolts 13 are engaged through each of the rail-clamping plates 11, the plate 8, the tie 5, and the plate 7 and are provided at their lower ends each with a head 14 and have their upper ends threaded, as at 15, for the engagement therewith of nuts 16, which serve to clamp the rail-engaging plates upon the plate 8 to hold the rail 9 against movement therefrom.

It is obvious from the above that by forming the recesses in the upper faces of the base-flanges of the rail and convexing the under faces of the rail-engaging flanges of the rail-clamping plates 11 the said plates will be prevented from spreading from engagement with the rail. Furthermore, it will be seen that it is immaterial which side of the tie is presented upwardly for the rail to rest thereon, as the plates 7 and 8 are identical in construction and may each support the rail.

What is claimed is—

1. The combination with a tie and a rail provided in the upper faces of its base-flanges with recesses, of rail-clamping plates bolted to the tie and having portions lying in said recesses.

2. The combination with a tie and a rail provided in the upper faces of its base-flanges with recesses, of rail-clamping plates bolted to the tie and having convexed flanges resting in said recesses.

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

JOHN A. WESTHOFF.

Witnesses:

H. SHOMBER,
AUG. A. WERNER.