

J. L. ARNOLD.
RAILROAD TIE.
APPLICATION FILED JULY 11, 1911.

1,001,598.

Patented Aug. 22, 1911.

Fig. 1.

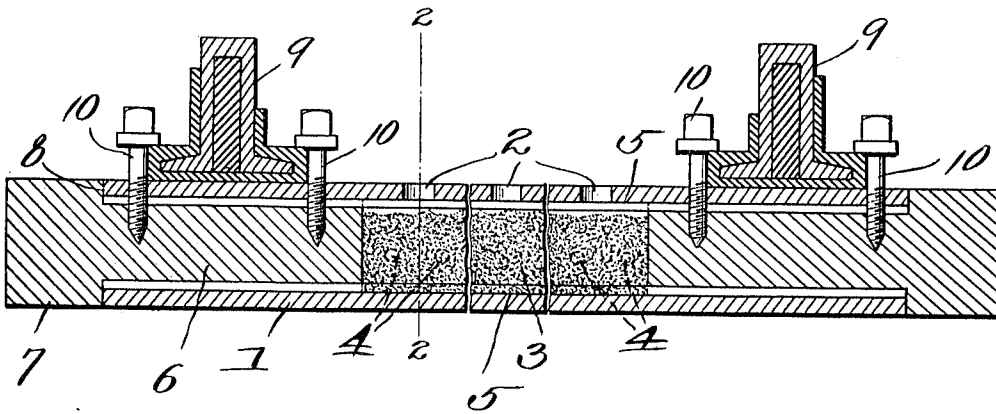


Fig. 2.

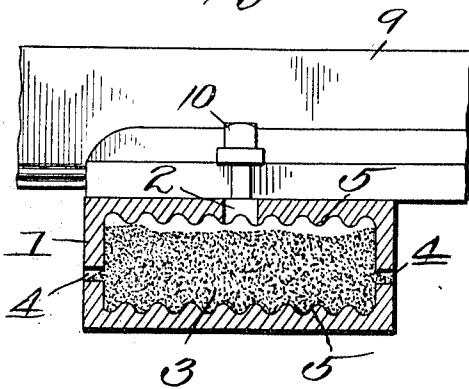
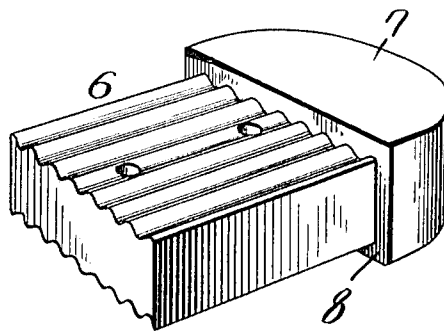


Fig. 3.



Witnesses

Chas. H. Holmes
E. B. McBath

Inventor

J. L. Arnold

Chas. Brock
Attorney

UNITED STATES PATENT OFFICE.

JOHN L. ARNOLD, OF NEW YORK, N. Y.

RAILROAD-TIE.

1,001,598.

Specification of Letters Patent. Patented Aug. 22, 1911.

Original application filed January 16, 1911, Serial No. 602,871. Divided and this application filed July 11, 1911. Serial No. 637,893.

To all whom it may concern:

Be it known that I, JOHN L. ARNOLD, a citizen of the United States, residing at New York, in the county and State of New York, have invented a new and useful Improvement in Railroad-Ties, of which the following is a specification.

This invention relates to a railroad tie, and is a divisional application of the one filed by me January 16, 1911, Serial Number 602,871.

The object of the invention is a tie composed partly of metal and partly of wood, and containing sand, openings being provided in the tie through which the sand can sift thus keeping the tie tamped or packed and suitable openings being provided by means of which the tie may be kept filled with sand.

The invention consists of the novel features of construction hereinafter described, pointed out in the claims, and shown in the accompanying drawings, in which:

Figure 1 is a longitudinal section through the tie, parts being broken out. Fig. 2 is a section on the line 2—2 of Fig. 1. Fig. 3 is a perspective view of one of the wooden plugs removed from the tie.

In these drawings 1 represents a hollow, rectangular metal tie provided with top openings 2 by means of which the tie can be filled with sand as shown at 3. The tie is also provided with side openings 4 through which a portion of the sand can sift, thus keeping the sides of the tie packed. The top and bottom of the tie are provided with interior grooves, or with interior upper and lower corrugated faces as shown at 5. The tie is braced at the ends and also closed by means of a wooden plug 6, the upper and lower faces of which are also corrugated to cooperate with the corrugations of the tie, and said plug is provided with a segmental head 7 which closes the open end

of the metal portion of the tie and also forms the outer end portion of the complete tie, said head being of greater width and thickness than the plug 6, so that a shoulder 8 is formed which bears against the end of the tie. In the drawings I have shown a rail 9 secured upon the tie by means of spikes 10 which spikes pass through suitable openings in the metal portion of the tie and thread into the plugs 6, these spikes and rails being similar in construction to those disclosed in the application previously referred to.

What I claim is:

1. A railroad tie consisting of a rectangular metal casing having top and side openings and having its upper and lower interior faces corrugated, and a plug fitting in the ends of the tie and having corrugated faces, said plugs having heads of greater width and thickness than the plugs, the head bearing upon the ends of the tie.

2. In a device of the kind described, a rectangular metal casing adapted to be filled with sand, the said casing having openings through which said sand can sift, said casing having interior corrugated faces, and an end portion formed of wood and comprising a plug also having corrugated faces and adapted to fit within the casing, and a segmental head adapted to bear upon the end of the casing.

3. A railroad tie consisting of a metal body portion, plugs closing the outer ends of said body portion, and a filling of sand arranged within the body portion and between the said plugs, the said body portions having top and side openings, as and for the purpose set forth.

JOHN L. ARNOLD.

Witnesses:

E. B. McBATH,
OLIVER W. HOLMES.