F. MATĚJKA.

RAILROAD TIE.

APPLICATION FILED MAY 15, 1908.

956,537. Patented May 3, 1910.

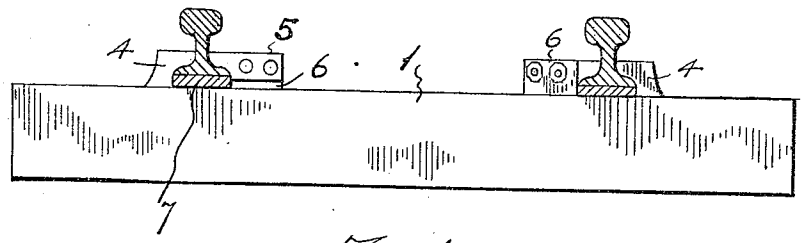

Fig. 1.

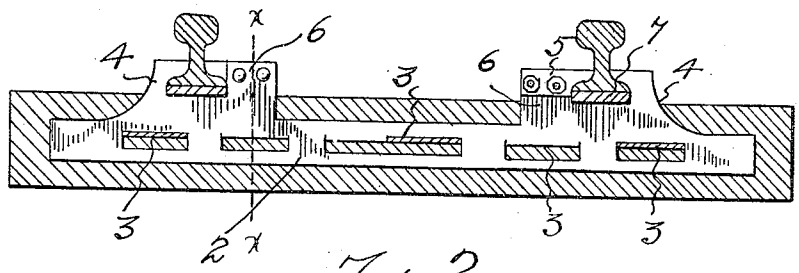

Fig. 2.

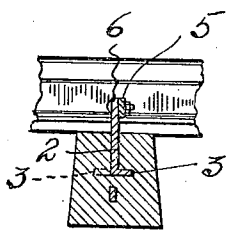

Fig. 3.

WITNESSES:

INVENTOR

BY

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FRANK MATĚJKA, OF ROGERS, TEXAS.

RAILROAD-TIE.

956,537. Specification of Letters Patent. Patented May 3, 1910.

Application filed May 15, 1908. Serial No. 433,091.

To all whom it may concern:

Be it known that I, FRANK MATĚJKA, citizen of the United States, residing at Rogers, in the county of Bell and State of Texas, have invented certain new and useful Improvements in Railroad-Ties, of which the following is a specification.

My invention relates to new and useful improvements in railroad ties.

The object of the invention is to provide a concrete tie reinforced with sheet steel or some similar metal.

A further feature resides in the means for fastening the rail to the tie in such a manner as to effectually prevent the spreading or turning of the rails.

Finally the object of my invention is to provide a device of the character described that will be durable, efficient and comparatively inexpensive to construct, and one which will be easily kept in repair.

With the above and other objects in view, my invention has particular relation to certain novel features, an example of which is described in the specification and illustrated in the accompanying drawings, wherein:

Figure 1 is a side elevation of my improved tie, Fig. 2 is a longitudinal sectional view of the same, and, Fig. 3 is a cross sectional view taken on the line *x*—*x* of Fig. 2.

Referring now more particularly to the drawings, wherein like numerals of reference refer to similar parts in all the drawings, the numeral 1 represents the tie and the numeral 2 represents the reinforcing metal embedded therein.

The tie 1 is to be formed of concrete or some similar substance and the metal plate 2 is securely held therein by flanges 3 extending at right angles from said plate in alternately opposite directions. These flanges are integral with and form a part of said plate. An integral portion 4 of the plate extends above the tie proper and is shouldered so as to receive one of the flanges of the rail. The other flange is held firmly against the tie by a shoulder 5 which is securely bolted to an upwardly extending portion 6 of said plate.

A base 7 of wood or some other similar material is provided for the rails which tends to minimize the noise and jar.

What I claim, is:

In a railway tie the combination of a solid rectangular body of plastic material, a vertical reinforcing plate embedded longitudinally throughout said body, alternate oppositely extending retaining flanges struck out from said plate, upwardly extending rail holding portions integrally formed near the ends of said plate comprising integral bifurcations projecting above said plastic body, one leg of said bifurcation being shaped to fit over the lower flange of the rail and the other leg of the bifurcation extending vertically to the opposite side and slightly above the lower flange of the rail, and locking plates shaped to fit the rail and bolted to the vertical legs of said bifurcations above the height of said flanges.

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

FRANK MATĚJKA.

Witnesses:
W. D. SLOAN,
C. W. TAYLOR.