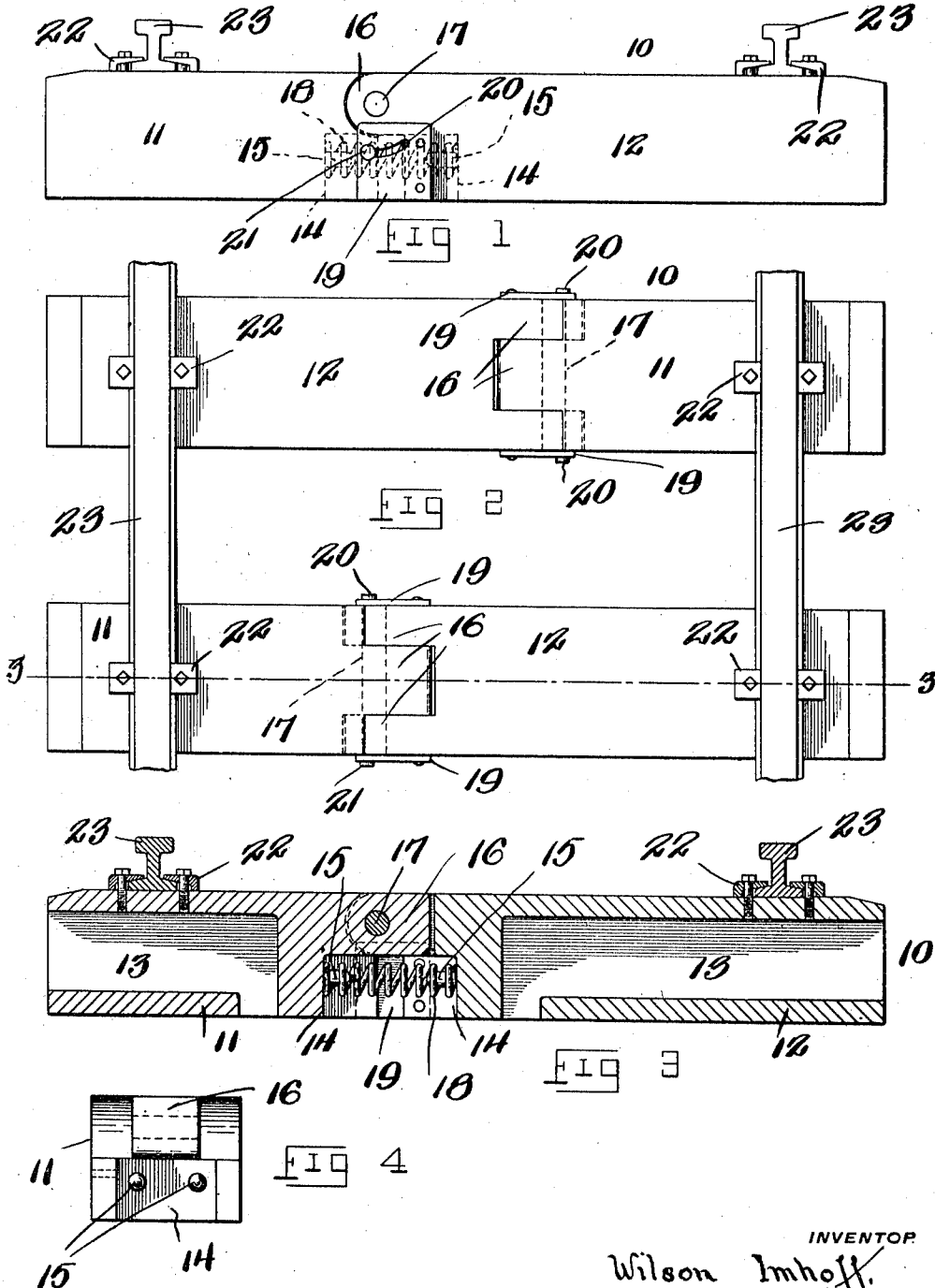


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METALLIC RAILROAD TIE.  
APPLICATION FILED AUG. 7, 1912.

1,061,294.

Patented May 13, 1913.



WITNESSES

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WILSON IMHOFF, OF LITITZ, PENNSYLVANIA.

METALLIC RAILROAD-TIE.

1,061,294.

Specification of Letters Patent.

Patented May 13, 1913.

Application filed August 7, 1912. Serial No. 713,906.

*To all whom it may concern:*

Be it known that I, WILSON IMHOFF, a citizen of the United States, residing at Lititz, in the county of Lancaster and State of Pennsylvania, have invented certain new and useful Improvements in Metallic Railroad-Ties, of which the following is a specification, reference being had therein to the accompanying drawing.

10 This invention relates to new and useful improvements in metallic railway ties.

The object of this invention is the provision of a metallic railway tie, which is so constructed as to give a sufficient amount of resiliency to prevent any undesired jar to the train, while passing thereover.

Another object of this invention is to improve and simplify devices of this character, rendering them comparatively simple and inexpensive to manufacture; reliable and efficient in use; and readily operated.

With the above and other objects in view, this invention resides in the novel features of construction, formations, combinations and arrangements of parts to be hereinafter more fully described, claimed, and illustrated in the accompanying drawings, in which—

Figure 1, is a side elevation of my invention. Fig. 2, is a top plan view thereof. Fig. 3, is a longitudinal sectional view thereof. Fig. 4, is an end view of one of the sections of the tie.

Referring to the accompanying drawing, by similar characters of reference, the numeral 10, denotes in general my improved tie, which consists of a pair of hinged sections 11, and 12. These said sections 11, and 12, are channeled as at 13, to reduce the weight of the tie, and to increase the resiliency thereof. The meeting ends of the sections 11, and 12, are formed with angular recesses 14, into which project a pair of pins 15, which extend longitudinally of the said tie. The ends of the tie sections 11, and 12, are formed with interlocking apertured tongues 16, through which passes a horizontal pivot bolt 17, which hingeably connects the sections 11, and 12, and permits the slight relative yielding thereof, against the tension of the springs 18, which are arranged parallel within the recesses, and with their ends surrounding the pins 15, which thereby holds the said springs 18, in an operative position. The portions of the sec-

tions 11, and 12, which lie flush with the ends of the recesses 14, are spaced slightly apart, and to the adjacent sides of the section 12, are secured closing plates 19, which engage the corresponding sides of the section 11. These plates 19, are formed with arcuate slots 20, for the reception of headed pins 21, carried by the section 11, and projecting from the opposite sides thereof, for the purpose of limiting the vertical movement of the tie section. The upper sides of the tie sections have secured thereto any suitable means, such as shown at 22, for retaining the rails 23, in their proper position thereon.

As clearly shown in Fig. 2, the sections 12, are slightly longer than the sections 11, and the ties are arranged with their long and short sections alternating, which evenly distributes the yielding movement of the tie throughout the entire length of the train, during its passage thereover. It should be understood in this connection, that various minor changes in the specific details of construction can be resorted to within the scope of the appended claim without departing from or sacrificing any of the advantages of the invention.

From the foregoing, it will be manifest, that a railway tie of the nature described is provided, which will fulfil all of the necessary requirements of such a device.

Having thus fully described this invention, what I claim as new and desire to protect by Letters Patent is:—

The combination in a railway tie, of a pair of sections, one being greater in length than the other section, interlocking tongues formed upon said sections, a bolt passing through said tongues, said sections having recesses formed in the ends thereof, pins formed upon the sections and projecting into the recesses, springs engaging the pins, plates secured to the sides of one section, and extending to engage the sides of the other section, said plate having slots formed therein, and pins extending from one section through the slots.

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

WILSON IMHOFF.

Witnesses:

JOHN J. THOMPSON,  
WM. J. COULTER.