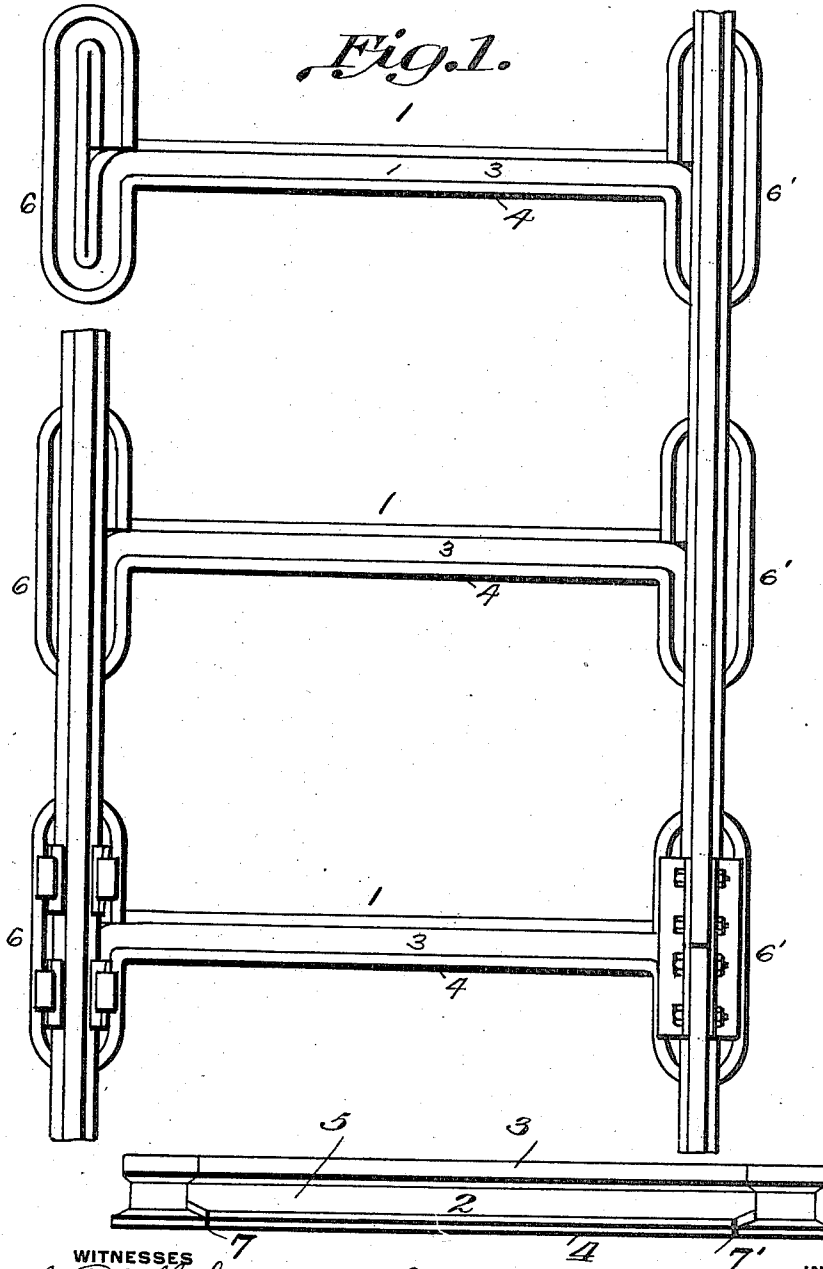


W. D. FORSYTH.
METALLIC RAILWAY TIE.
APPLICATION FILED JAN. 24, 1912.

1,059,960.

Patented Apr. 22, 1913.



WITNESSES
J. F. Callahan
M. E. Thomas

Fig. 2.

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UNITED STATES PATENT OFFICE.

WILLIAM D. FORSYTH, OF YOUNGSTOWN, OHIO, ASSIGNOR TO ALEXANDER M. NEEPER, OF PITTSBURGH, PENNSYLVANIA.

METALLIC RAILWAY-TIE.

1,059,960.

Specification of Letters Patent.

Patented Apr. 22, 1913.

Application filed January 24, 1912. Serial No. 673,125.

To all whom it may concern:

Be it known that I, WILLIAM D. FORSYTH, a resident of Youngstown, in the county of Mahoning and State of Ohio, have invented new and useful Improvements in Metallic Railway-Ties, of which the following is a specification.

This invention relates to improvements in metallic railway ties.

The principal object of my invention is to provide a metallic railway tie, formed from a rolled metal section, having a web with flanges or abutments at each end of said web, the ends of said ties being shaped so as to form improved bearings or footings for the track rails in the railway construction of which said improved ties form a part.

In the accompanying drawings forming part of this specification, like figures of reference refer to like parts throughout.

In said drawings, Figure 1 represents a plan view of my improved metallic railway tie, with a track rail mounted thereon, showing the rail joint construction between rails and means of attaching said track rails to said improved tie, said joint construction and said track rail connection are not claimed in this application. Fig. 2 shows a side elevation of my improved railway tie.

In Figs. 1 and 2, 1 is a metal railway tie, having a web 2 with flanges or abutments 3 and 4, with a body 5 extending between oblong loops 6, 6', which are shaped so that their longitudinal axes are at substantially right angles to the axis of body 5, so that the axes of said loops 6, 6', are substantially bisected by the axis of the body 5, and so that the sides of said loops 6, 6', are substantially parallel. Said tie 1 is preferably made of T railroad rails, but may be made of any rolled section having a web with a flange or abutment at each end of said web.

At 7, 7', Fig. 2, the flange or abutment at the bottom of the tie and the web of the tie,

so far as may be necessary, is shaped so as to rest upon the top of flange 4 of the body 5 of the tie 1, as shown in the drawings.

While I have not claimed nor described herein the track rail joint construction and the means of connecting said track rails to the tie herein described and claimed, it is my intention to subsequently describe and claim the same in a separate application.

What I claim as my invention is:

1. A metallic railway tie made from a rolled section, having a central web, with a flange or abutment at each end of said web, each end of said tie being formed in an oblong loop, having substantially parallel sides extending substantially equal distances on each side of the axis of said tie, the longitudinal axes of said loops being substantially parallel.

2. A metallic railway tie formed from a length of T track rail, each end of said tie being formed with an oblong loop having substantially parallel sides extending substantially equal distances on each side of the axis of said tie, the longitudinal axes of said loops being substantially parallel.

3. In a railway track construction a metal tie formed from a length of T track rail, each end of said tie being formed in an oblong loop having substantially parallel sides extending substantially equal distances on each side of the axis of said tie, the longitudinal axes of said loops being substantially parallel, the base flange and web of the ends of said tie at the ends of said length of T track rail being shaped so as to rest upon the base flange of the body of said tie when the ends of said tie are formed into oblong loops.

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

WILLIAM D. FORSYTH.

Witnesses:

M. E. THOMAS,

J. F. CALLAHAN.