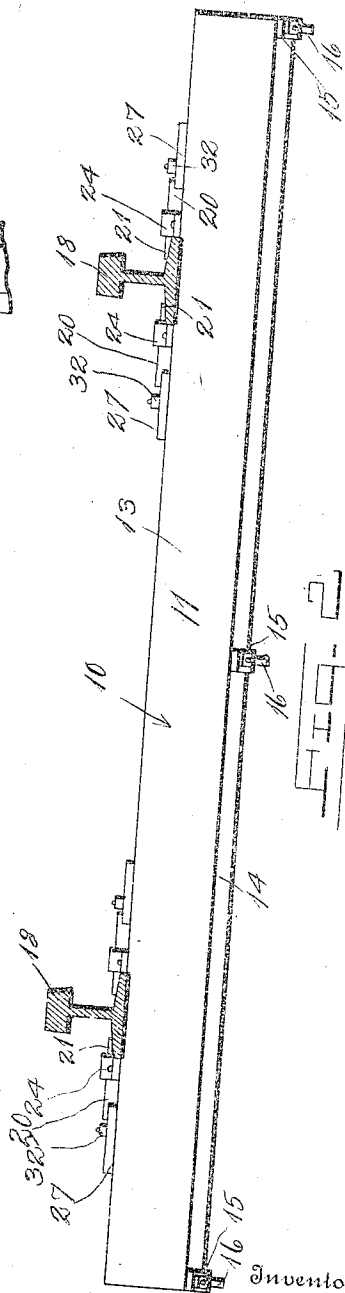
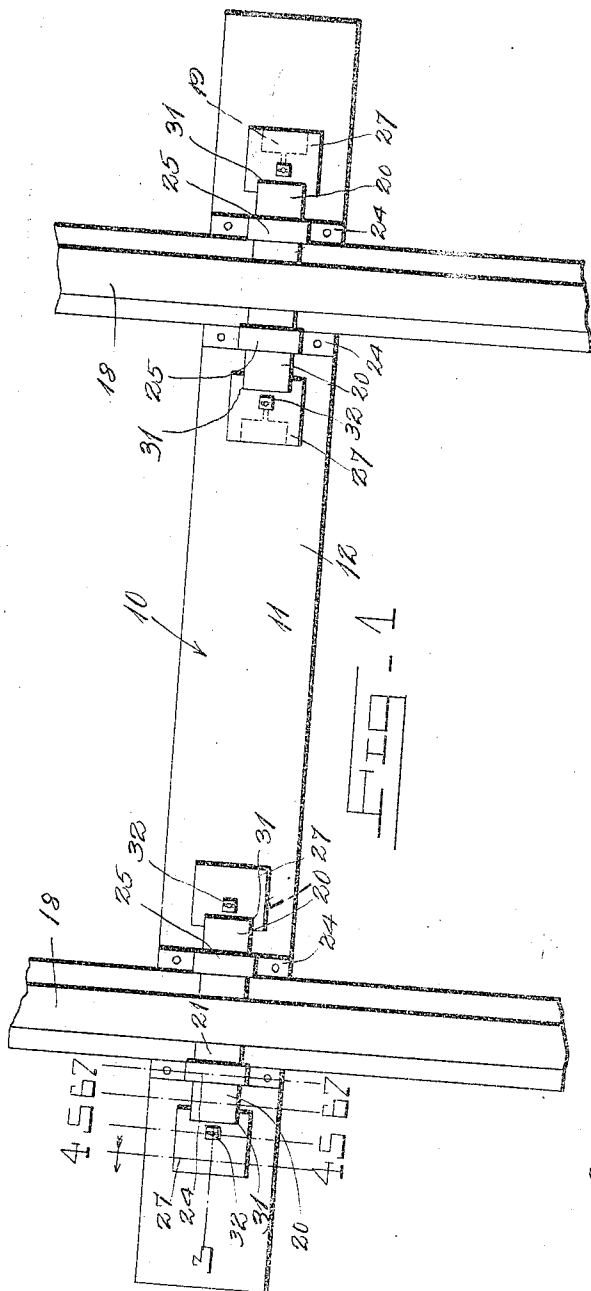


1,060,428.

J. W. CORBIN.
RAILWAY TIE.
APPLICATION FILED FEB. 8, 1912.

Patented Apr. 29, 1913.
2 SHEETS-SHEET 1.



Witnesses

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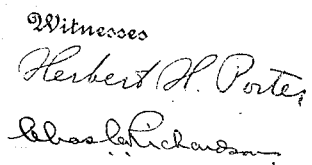
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2 SHEETS—SHEET 2.

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UNITED STATES PATENT OFFICE.

JAMES W. CORBIN, OF HUNTINGDON, PENNSYLVANIA.

RAILWAY-TIE.

1,060,428.

Specification of Letters Patent.

Patented Apr. 29, 1913.

Application filed February 8, 1912. Serial No. 878,189.

To all whom it may concern:

Be it known that I, JAMES W. CORBIN, a citizen of the United States, residing at Huntingdon, in the county of Huntingdon, State of Pennsylvania, have invented certain new and useful Improvements in Railway-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 new and useful improvements in railway ties.

An object of the invention is the provision of a tie such as described which is so constructed as to withstand the various atmospheric elements thereby greatly prolonging the life and extending the use of the same.

Another object of this invention is the provision of a tie such as described which is provided with a novel means of retaining the customary railway rails thereon against displacement.

A further 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, formation, combinations and arrangements of parts to be hereinafter more fully described, claimed and illustrated in the accompanying drawings, in which:

Figure 1 is a top plan view of my invention. Fig. 2 is a side elevation thereof. Fig. 3 is a longitudinal sectional view taken on the line 3—3 of Fig. 1. Fig. 4 is a transverse sectional view taken on the line 4—4 of Fig. 1. Figs. 5, 6 and 7 are similar views taken on the lines 5—5, 6—6 and 7—7 of Fig. 1.

Referring more particularly to the accompanying drawings by similar characters of reference throughout the several views, the numeral 10 designates generally my improved tie which comprises a shell 11 of substantially U-shaped cross sectional formation consisting of an upper arch or base plate 12 upon the opposite longitudinal edges of which are formed the vertical legs or side plates 13 bent at their lower terminals to produce inwardly extending longitudinal

side flanges 14. A plurality of transverse cross plates 15 are secured in any suitable manner to the flanges 14 and are formed with centrally located depending ribs 16 which extend longitudinally of the said plates 15 and transversely of the tie 10. The shell 11 is adapted to be filled with a body 17 of concrete or any similar substance, the lower side of which extends flush with the said flanges 14 in order that the ribs 16 may depend therebelow for engagement with the track bed which prevents any undesired displacement of the tie 10.

The customary rails 18 rest upon the base plate 12, which plate is formed upon the opposite sides of the said rails with T-shaped slots 19 arranged with their minor ends projecting toward the rails.

Clamping blocks 20 rest upon the plate 12 at the opposite sides of the rails 18 and are recessed at their lower forward edges as at 21 to produce overlying tongues 23 which rests upon the base flanges of the rails 18. These tongues are held in engagement with the said base flanges against any vertical movement by transverse straps 24 which are secured to the plates 12 and upset intermediate their ends as at 25 to produce longitudinal passages 26 in which the said tongues 23 are slidably located.

Locking blocks 27 prevent the displacement of the clamping blocks 20 and are formed at their lower sides with depending bosses 28 arranged for engagement with the major ends of the slots 19, while the intermediate portions of the said blocks 27 are apertured as at 29 for the reception of bolts 30 which are disposed within the reduced portions of the slots 19 and with their heads in engagement with the under face of the plate 12. The forward terminals of the locking plates 27 are bifurcated as at 31 for interlocking engagement with the adjacent portions of the clamping blocks 20 by means of which these said blocks are insured against any movement. Nuts 32 are applied to the bolts 30 which prevent any undesired movement thereof, while in order to prevent any undesired rotation thereof which might serve to displace the several parts, cotter pins 33 are passed through apertures formed in the bolts 30 for engagement with the upper ends thereof. It should be understood in this connection that

various minor changes in the details of construction can be resorted to within the scope of the appended claims without departing from or sacrificing any of the advantages of the invention.

From the foregoing disclosures taken in connection with the accompanying drawings it will be manifest that a railway tie 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:

1. The combination in a railway tie of a base plate, having slots formed therein, clamping blocks slidable upon said base plate, straps secured to the base plate and engaging the clamping blocks for preventing their vertical displacement, locking plates secured to the base plate, bosses formed upon the locking plates and engag-

ing the slots and fastening means passing through the slots and locking plates.

2. The combination in a railway tie with a base plate, straps secured thereto, said straps being up-set to produce passages, clamping blocks slidable upon said plate and through said passages, bifurcated locking plates engaging the base plate and clamping blocks, said base plate being formed with T-shaped slots, bosses formed upon the locking plates and disposed within the major ends of the slots and bolts engaging the underside of the base plates and passing through the slots, and clamping plates.

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

JAMES W. CORBIN.

Witnesses:

LAURA KYPER,
JULIA CORBIN.