

L. S. FLATAU.
RAILWAY TIE.
APPLICATION FILED SEPT. 12, 1908.

972,609.

Patented Oct. 11, 1910.

Fig. 1.

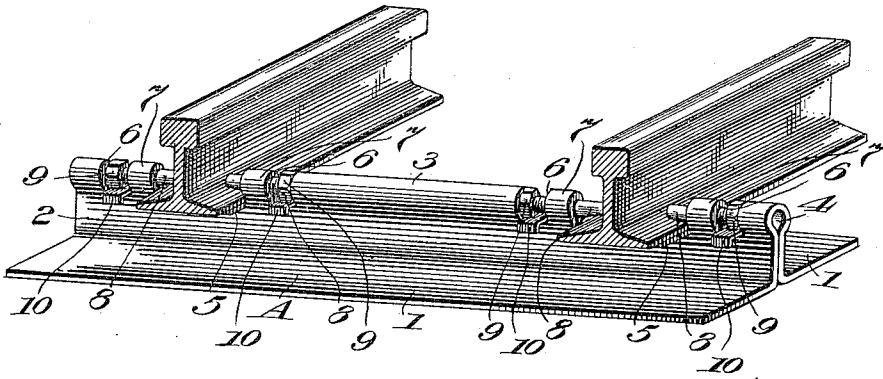


Fig. 2.

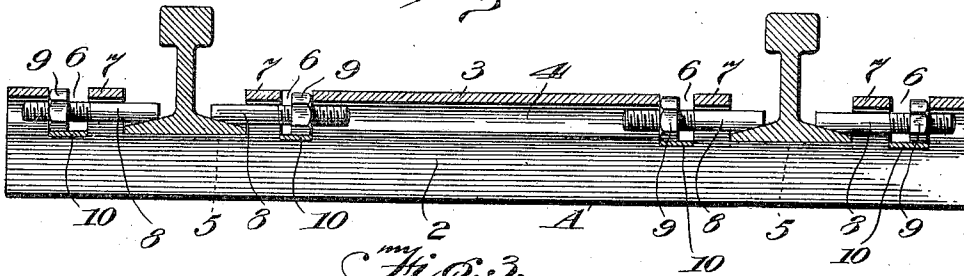
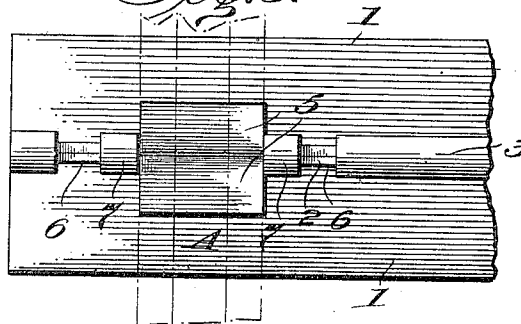


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

LOUIS S. FLATAU, OF ST. LOUIS, MISSOURI, ASSIGNOR TO RABOK MANUFACTURING CO., OF ST. LOUIS, MISSOURI.

RAILWAY-TIE.

972,609.

Specification of Letters Patent.

Patented Oct. 11, 1910.

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To all whom it may concern:

Be it known that I, LOUIS S. FLATAU, a citizen of the United States, residing at St. Louis, State of Missouri, have invented certain new and useful Improvements in Railway-Ties, of which the following is a specification.

My invention relates to an improvement in metallic ties and the object is to make the tie in a single piece and which will consist of few parts and at the same time give sufficient bearing surface to the rails and locking the same in position, whereby the rails can be securely held in place.

A further object is to provide a tie in which there is an impossibility of the spreading of the rails and one in which there is perfect resiliency which is necessary for the travel of fast trains.

The invention consists of certain novel features of construction and combinations of parts which will be hereinafter described and pointed out in the claims.

In the accompanying drawings Figure 1 is a perspective view; Fig. 2 is a sectional view and Fig. 3 is a view showing the seats for the rail.

A represents the steel tie and 1 is the flat base portion or flanges and the central portion is brought together and extends upwardly to form the web 2 of the tie. The crown 3 of the web 2 of the tie is rounded to form the channel 4 the entire length of the tie.

At the required distance seats 5, 5 are formed for the rails. These seats are formed by the crown 3 of the tie being split and cut down a certain distance so that the crown portion, which has been cut down to the web 2, can be bent outwardly and over the base flanges 1 which portion forms the seats for the rail.

A short distance from the cut away portion which forms the seats 5, are cut away portions 6, 6, and passing through the channel in the members 7 formed between the seats and cut away portions 6 are bolts 8, 8. These bolts are adapted to extend over the flanges of the rail and are screw-threaded at one end. Nuts 9, 9 are received on the screw-threaded ends of the bolts and by turning these nuts 9 the bolt can be forced over the flanges of the rail or inwardly into the channel 4 whereby the rail can be removed. After the bolts 8 are placed over the flanges of the rails, plates 10 are inserted beneath

the nuts and the ends turned down against the web 2 of the tie, thereby forming a locking against the turning of the nuts 9 and securing the rails in position on the tie.

When these ties are tamped and covered with ballast of any kind there can be no danger of movement or change in the alinement of the track as the crown portion of the tie is all that is exposed. These ties can be manufactured cheaply and sold at a reasonable price. Again the tie consists of very few parts and there is no danger of any of the parts getting out of order.

It is evident that slight changes might be resorted to in the form and arrangement of the several parts described without departing from the spirit and scope of my invention, and hence I do not wish to limit myself to the exact construction herein set forth, but:

Having fully described my invention, what I claim as new and desire to secure by Letters Patent, is:

1. A railway tie comprising a body having a channel therein, seats on the body for the rails, threaded bolts in the channel adapted to engage the flanges of the rails, and nuts engaging the threads of the bolts for moving the bolts into and out of engagement with the flanges of the rails.

2. A railway tie made from a single piece of material folded to form a web and flanges, the web of the rail having a channel formed at the crown of the web, the crown of the web being bent outwardly on each side thereof forming a recess and seats for the rails, bolts in the channel for holding the rails in place, and means for locking the bolts.

3. A railway tie made from a single piece of material folded to form a web and flanges, the web of the rail having a channel formed at the crown of the web, the crown of the web being bent outwardly on each side thereof forming a recess and seats for the rails, bolts in the channel for holding the rails in place, nuts on the bolts for operating the same in their locked and unlocked positions, and means for locking the nuts against movement.

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

LOUIS S. FLATAU.

Witnesses:

H. M. MOREHOUSE,
M. AMBROZ.