

EDWARD J. FENN.

Improvement in Railway-Ties.

No. 126,453.

Patented May 7, 1872.

Fig. 1.

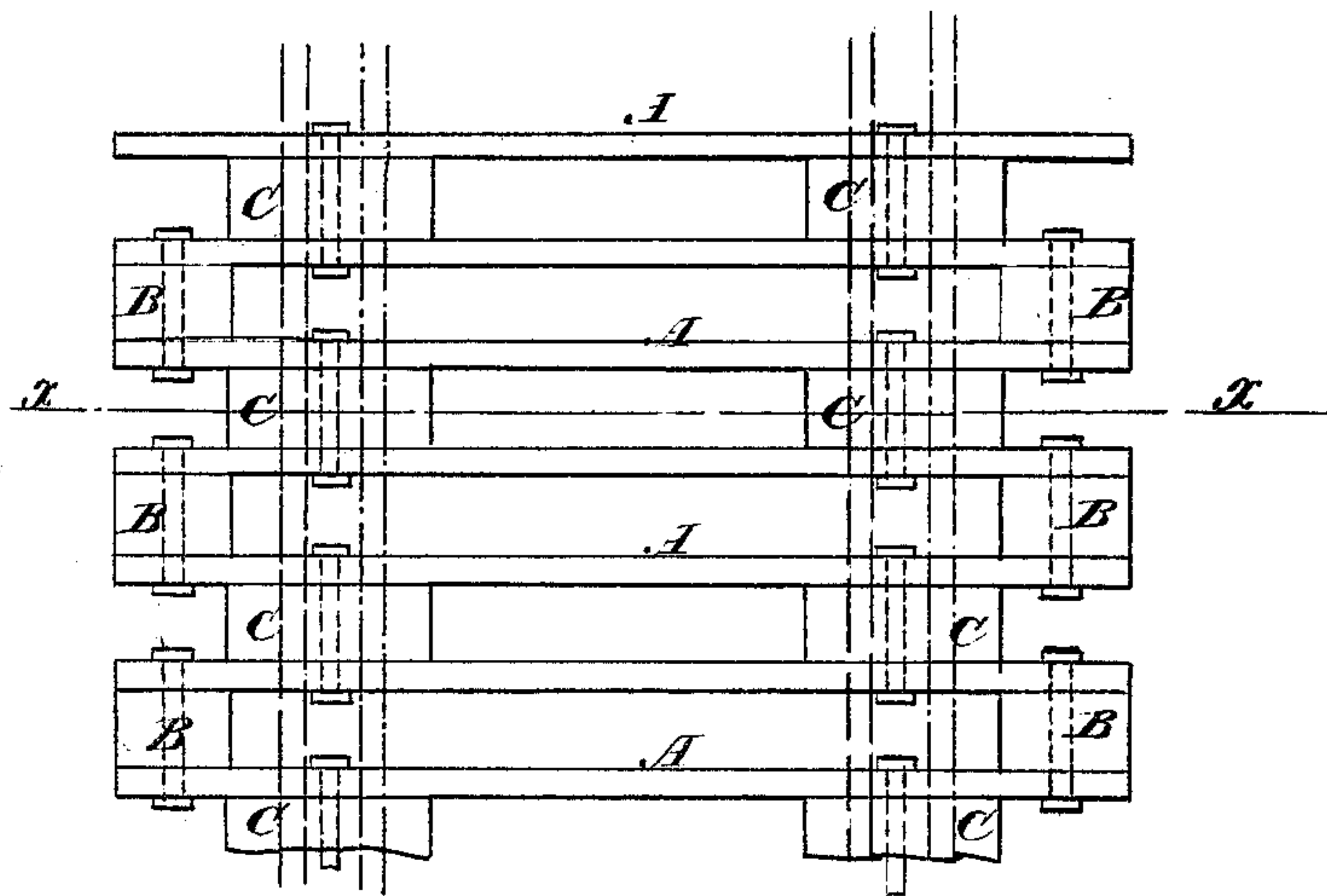
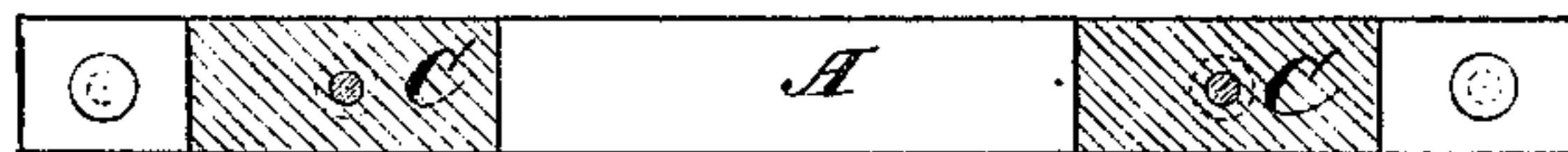


Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

EDWARD J. FENN, OF MEDINA, OHIO.

IMPROVEMENT IN RAILWAY TIES.

Specification forming part of Letters Patent No. 126,453, dated May 7, 1872.

Specification describing a new and useful Improvement in Railroad Ties, invented by EDWARD J. FENN, of Medina, in the county of Medina and State of Ohio.

Figure 1 is a top view of a portion of a railroad track illustrating my invention. Fig. 2 is a detail cross-section of the same taken through the line *x x*, Fig. 1.

Similar letters of reference indicate corresponding parts.

My invention has for its object to furnish an improved railroad tie, which shall be so constructed as to form a continuous road-bed, and which shall be stronger and more durable than the ordinary ties and will form a smoother track; and it consists in the construction and combination of the various parts of the tie, as hereinafter more fully described.

A are two-inch planks of the length of ordinary ties. The planks A are set on edge, and are arranged in pairs, the ends of the planks of each pair being securely bolted or spiked to the opposite sides of blocks B, twelve inches long. The pairs of planks A B are

bolted or spiked to the opposite sides of blocks C, eighteen inches long. The blocks C are arranged upon the line of the rails, and are designed to have the rails bolted to them. The tie thus constructed forms a continuous road-bed, strong, durable, and having a smooth surface to receive the rails. The tie A B C would also have much more ground-surface than the ordinary tie, and would consequently be much less liable to settle or get out of place.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

An improved railroad tie, formed of two-inch planks A, bolted or spiked in pairs at the ends to the opposite sides of blocks B, and the pairs bolted or spiked in the line of the rails to the opposite sides of blocks C, substantially as herein shown and described, and for the purposes set forth.

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Witnesses:

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