

No. 640,285.

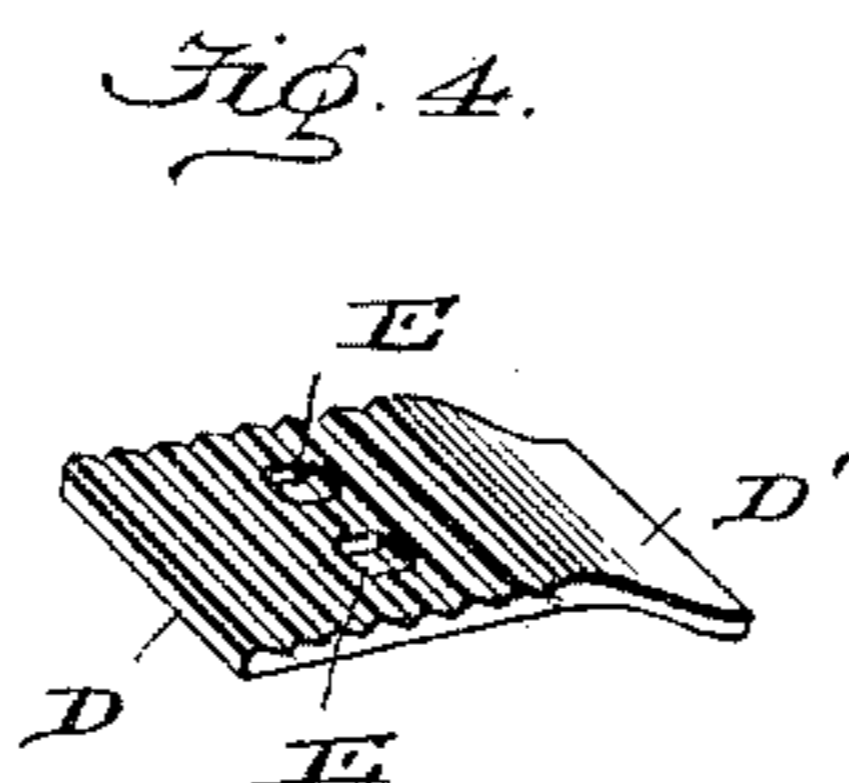
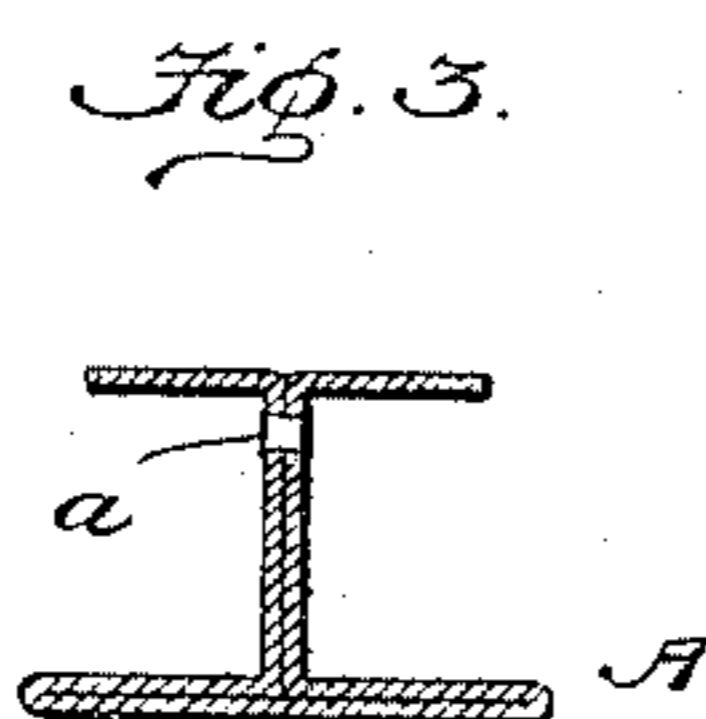
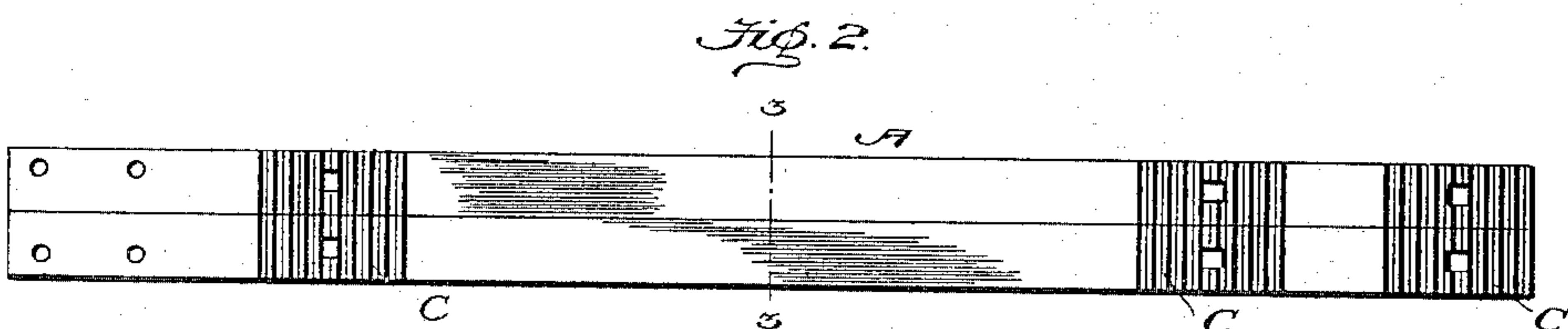
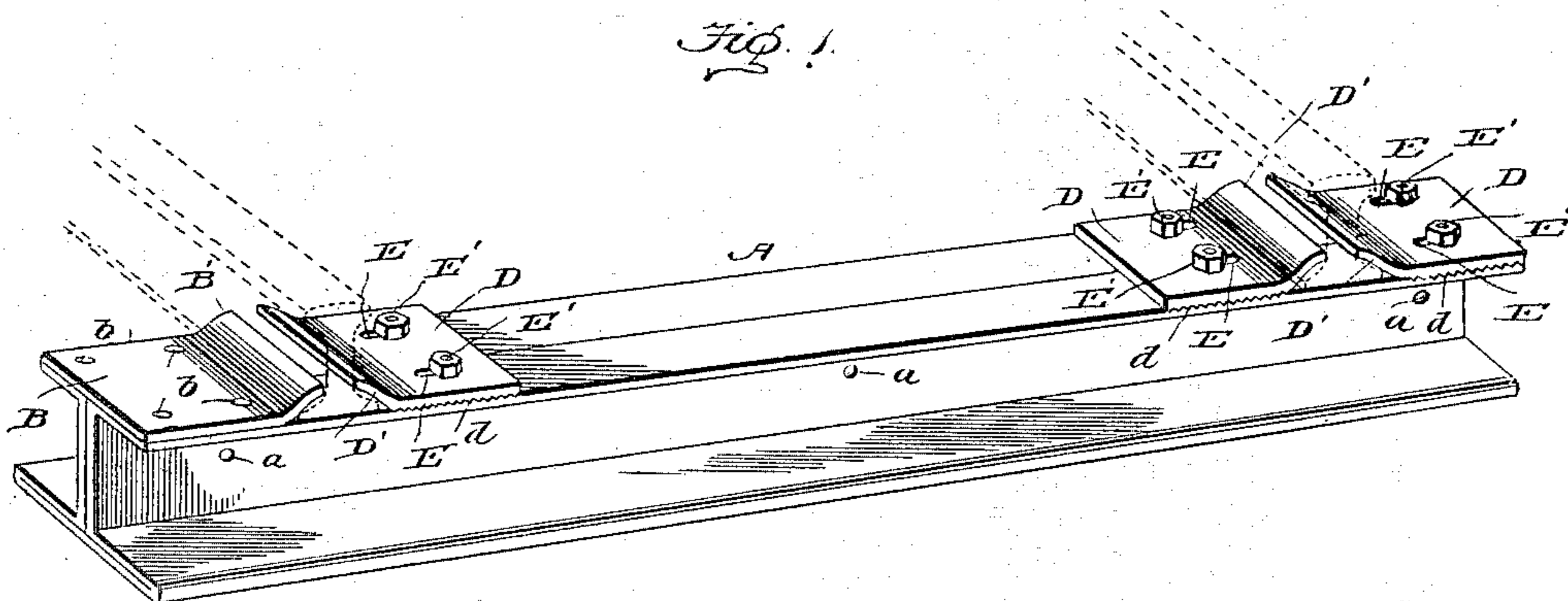
Patented Jan. 2, 1900.

W. M. & E. G. HODSON.

RAILROAD TIE.

(Application filed Aug. 24, 1899.)

(No Model.)



Witnesses:

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UNITED STATES PATENT OFFICE.

WILLIAM M. HODSON AND ENOS GREELEY HODSON, OF ROSEBURG, OREGON.

RAILROAD-TIE.

SPECIFICATION forming part of Letters Patent No. 640,285, dated January 2, 1900.

Application filed August 24, 1899. Serial No. 728,343. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM M. HODSON and ENOS GREELEY HODSON, citizens of the United States, residing at Roseburg, in the county of Douglas and State of Oregon, have invented certain new and useful Improvements in Railroad-Ties; and we 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 a new and useful improvement in railroad-ties; and it has for its object, among other things, to provide a rigid tie of durable construction and having suitable fastening devices adjustably held thereto for retaining the rails in proper position thereon.

To these ends the invention consists in the novel construction and combination of parts hereinafter more fully described and claimed, and illustrated in the accompanying drawings, showing the preferred form of carrying out my invention, and in which—

Figure 1 is a perspective view of a tie, showing in dotted lines rails secured thereon. Fig. 2 is a top plan view of the tie with the detachable plates removed. Fig. 3 is a section on line 3 3, Fig. 2. Fig. 4 is a detail view of a plate detached.

Referring to parts in said figures by letters of reference, A is the tie, forged from a wrought piece of iron or steel into T shape in cross-section, with the vertical lapping portions suitably held together from spreading by means of bolts or rivets *a*, as shown. To the upper portion of the tie, at or near one end, is secured, as by rivets *b*, a plate B, having an upwardly-inclined end B', for the purpose hereinafter described. Adjacent to said plate B the upper surface of the tie A is serrated transversely, as at C, which serrations are adapted to be engaged by similar teeth *d*, formed upon the lower surface of a plate D, having also an upwardly-inclined end D', opposed to the end B' of plate B. The plates B D are provided with parallel longitudinal slots E, adapted to receive bolts E', passing through square openings in the upper sur-

face of the tie, and whereby they may be rigidly secured thereto and the rails readily adapted to conform to the required curve. The opposite end of the tie is likewise serrated for engagement with teeth formed on plates D, similar to the one hereinbefore described, and arranged with their upwardly-inclined ends D' adjacent to each other. These plates are also provided with slots E for the reception of the bolts E'. It is obvious that by this construction the rails may be readily secured to the ties and properly gaged the desired distance apart.

In the foregoing description we have shown the preferred form of our invention; but we do not limit ourselves thereto, as we are aware that modifications may be made therein without departing from the spirit or sacrificing the advantages of said invention, and we therefore reserve the right to make such changes as fairly fall within the scope of our invention.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. A railway-tie consisting of a single sheet of metal folded upon itself in opposite directions at its base and having its edges extending outwardly in opposite directions from the web of the tie, serrations upon the upper surface of the tie, and means for preventing the tie from spreading and also for connecting the rail thereto, substantially as described.

2. A railway-tie consisting of a single sheet of metal folded upon itself in opposite directions at its base and having its edges extending outwardly in opposite directions from the web of the tie, and an adjustable plate secured to the tie near each of said edges whereby spreading of the tie is prevented, said plate adapted to engage with the base of a rail, substantially as described.

In testimony whereof we affix our signatures in presence of two witnesses.

WILLIAM M. HODSON.

ENOS GREELEY HODSON.

Witnesses:

RUDOLPH HARNES,
J. A. BUCHANAN.