

No. 776,396.

PATENTED NOV. 29, 1904.

J. HERR.
RAILROAD TIE.

APPLICATION FILED JULY 1, 1904.

NO MODEL.

FIG. 1.

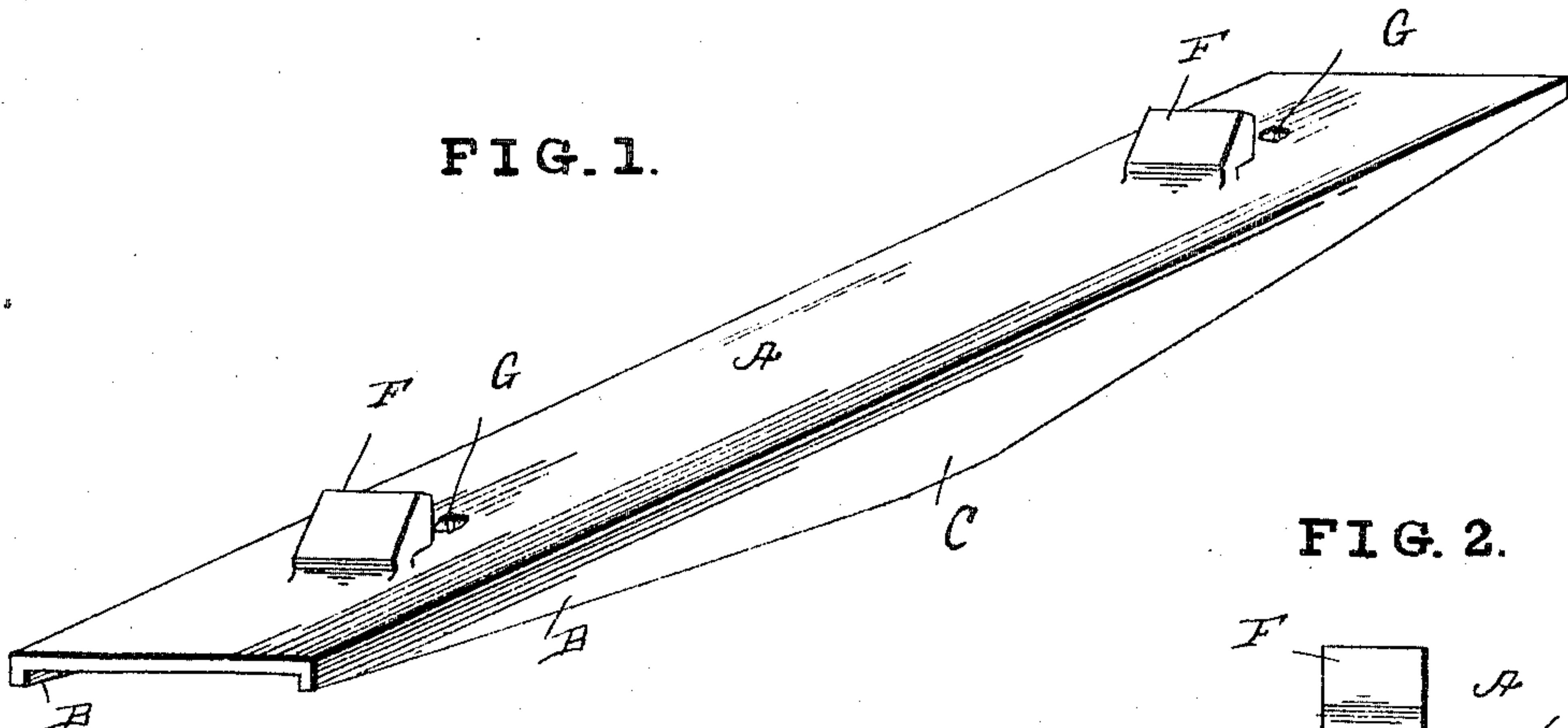


FIG. 2.

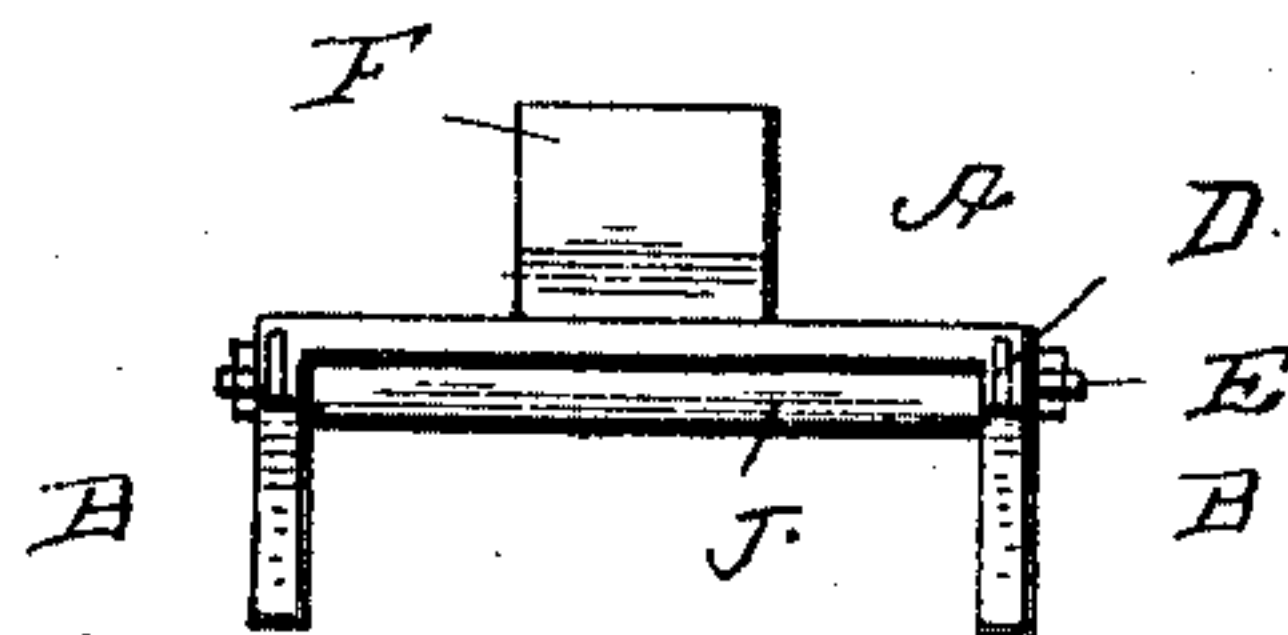


FIG. 3.

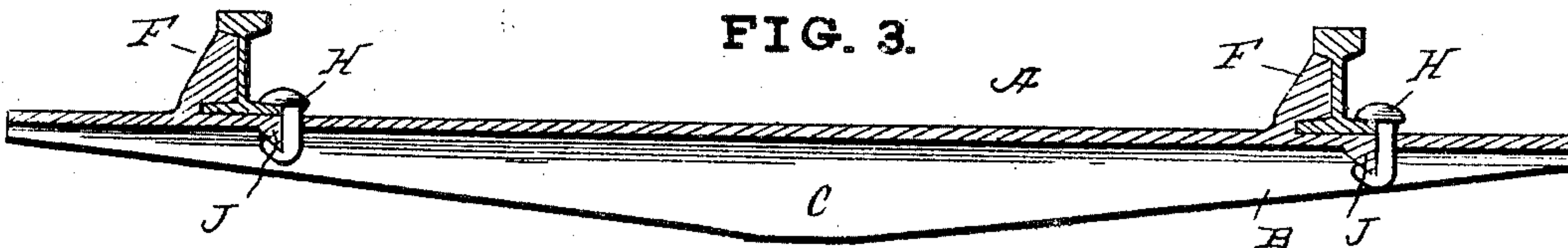


FIG. 4.

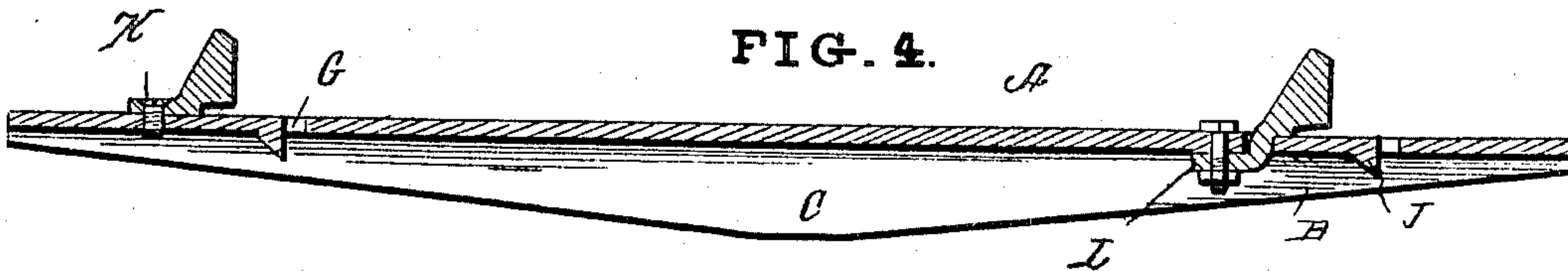
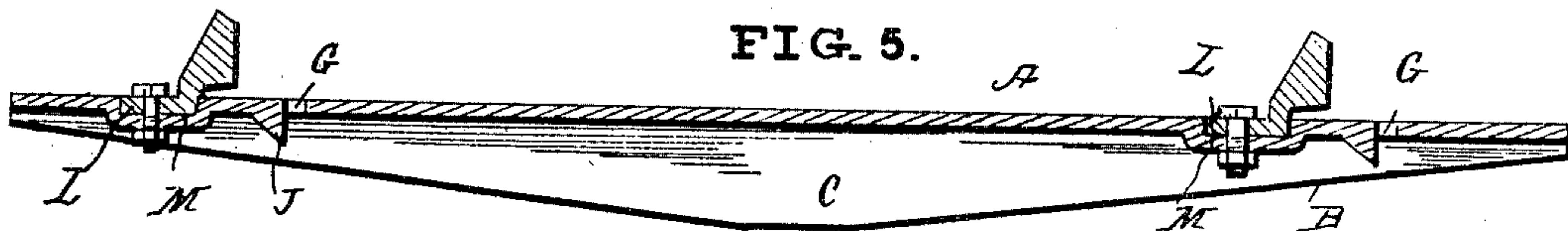


FIG. 5.



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Inventor

Witnesses

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UNITED STATES PATENT OFFICE.

JOHN HERR, OF MARION, OHIO.

RAILROAD-TIE.

SPECIFICATION forming part of Letters Patent No. 776,396, dated November 29, 1904.

Application filed July 1, 1904. Serial No. 214,892. (No model.)

To all whom it may concern:

Be it known that I, JOHN HERR, a citizen of the United States, residing at Marion, in the county of Marion and State of Ohio, have invented new and useful Improvements in Railroad-Ties, of which the following is a specification.

My invention relates to improvements in railroad-ties; and one object of my invention is the provision of a railroad-tie which can be easily made and which will form a perfect support for the rail and which will last a lifetime.

Another object of my invention is the provision of a railroad-tie which will receive and properly distribute the weight imposed upon it, which will be of extremely simple and inexpensive construction, and thoroughly practical in every particular.

With these objects in view my invention consists of a railroad-tie embodying novel features of construction and combination of parts, substantially as disclosed herein.

Figure 1 represents a perspective view of my railroad-tie. Fig. 2 represents an end view of the railroad-tie. Fig. 3 represents a central sectional view. Fig. 4 represents a view of a modified construction. Fig. 5 represents a view of another modified construction.

In the drawings, A designates the main portion or support of my tie, and B designates the side portions, which are inclined toward the center and provide the central inclined portion C, this construction enabling the tie to fit securely in the ballast or surface and form a perfect support, and the top and sides can be made in a single piece or be connected by a tongue-and-groove fastening D and secured together by tie-bolts E. To the top of the tie are secured rail-engaging devices F, and opposite said devices are the openings G, through which pass the headed bolts H, which engage the opposite sides of the foot of

the rail, and the lower face of the top is provided with the inclined cross-pieces J, which engage the lower portion of the securing-bolts for fastening and securing them in place. The engaging devices may be secured to the tie by screws K, or said devices may be formed with tongues L^b, which enter grooves M and are retained in place by screws or wedges. Said grooves may be arranged transversely or longitudinally, as desired. The engaging devices may be formed with a lug adapted to pass through the tie and be secured in place by the rivet, or said engaging devices may be formed integral with the tie.

It is evident that I provide a railroad-tie which is simple and inexpensive of production, which is thoroughly efficient and practical for the intended purpose, and which will last a long time.

I claim—

1. The railroad-tie consisting of the flat top or supporting portion having the openings to receive the rail-fastenings, the sides inclined toward the center, the rail-engaging devices on the top portion and the fastening securing ribs on the under side of the top portion, said ribs being arranged transversely and contiguous to the openings in the top, and having the straight face against which the fastening rests and the inclined face to receive the bent end of said fastening.

2. The railroad-tie herein described, consisting of the top portion, the sides tapered from the center toward their ends and connected to the top by a tongue or groove joint, bolts connecting and securing the top and sides and the rail-engaging devices on the top of the tie.

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

JOHN HERR.

Witnesses:

JOHN W. HIMMEGER,
GEO. B. SCOFIELD.