

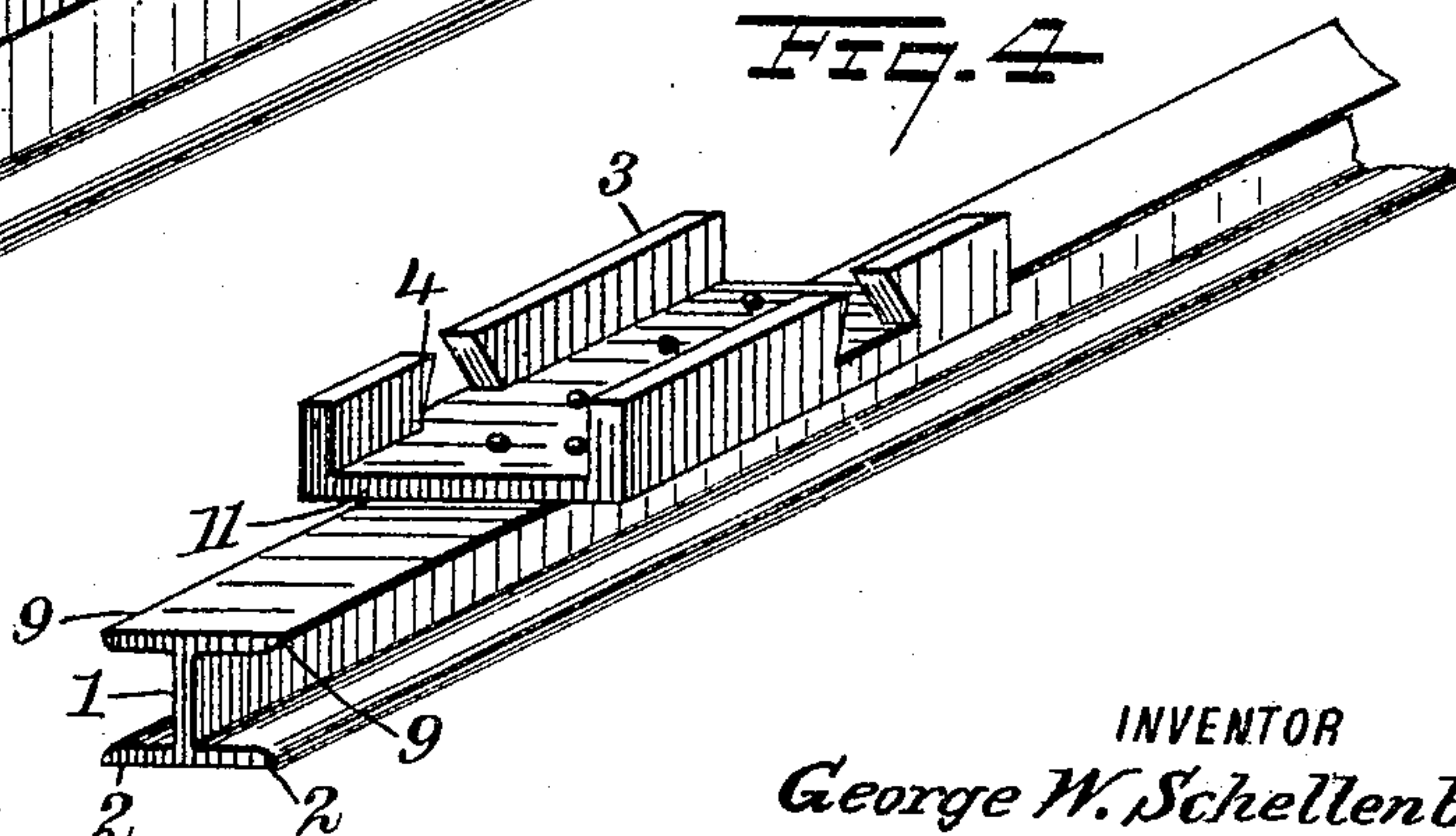
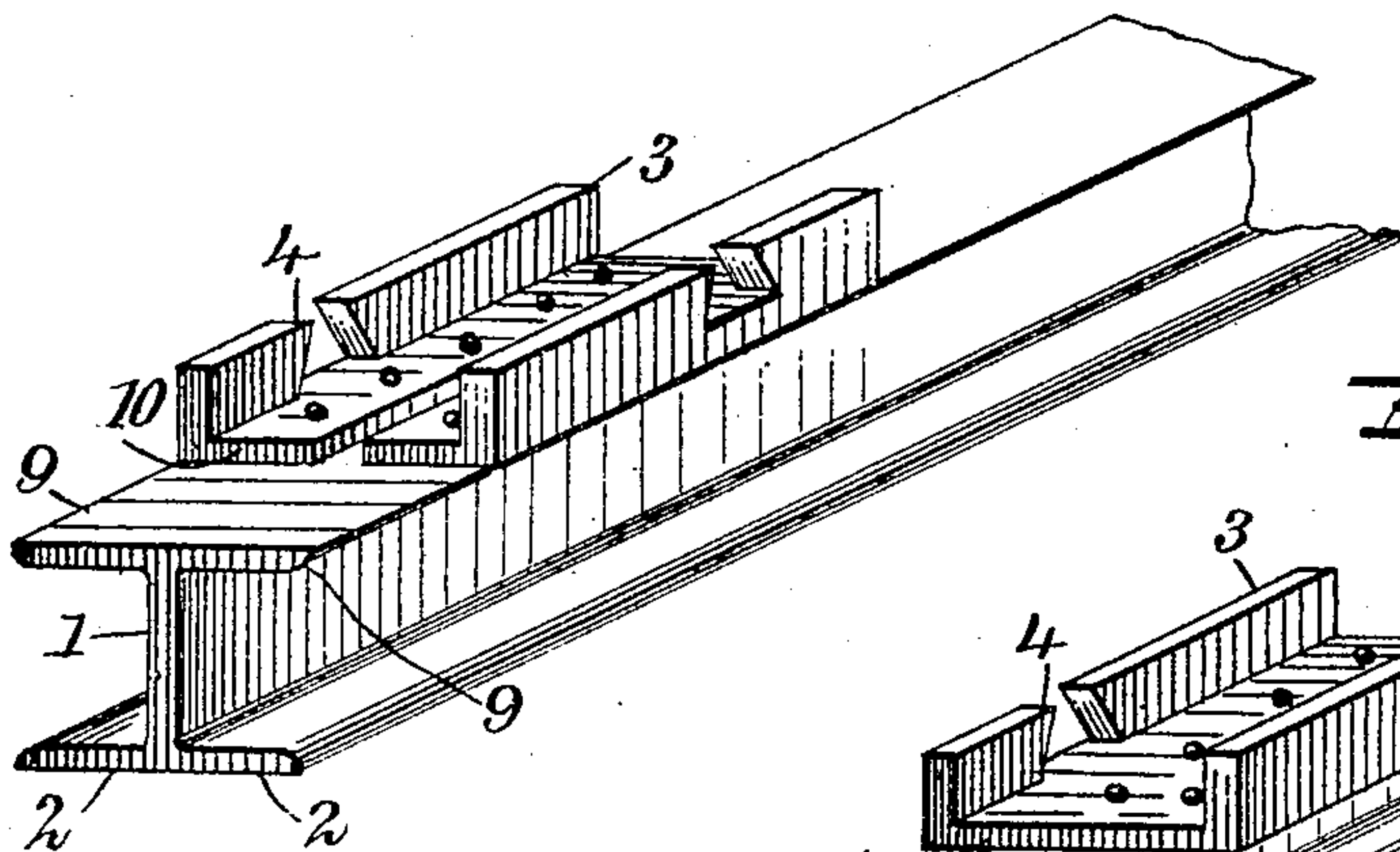
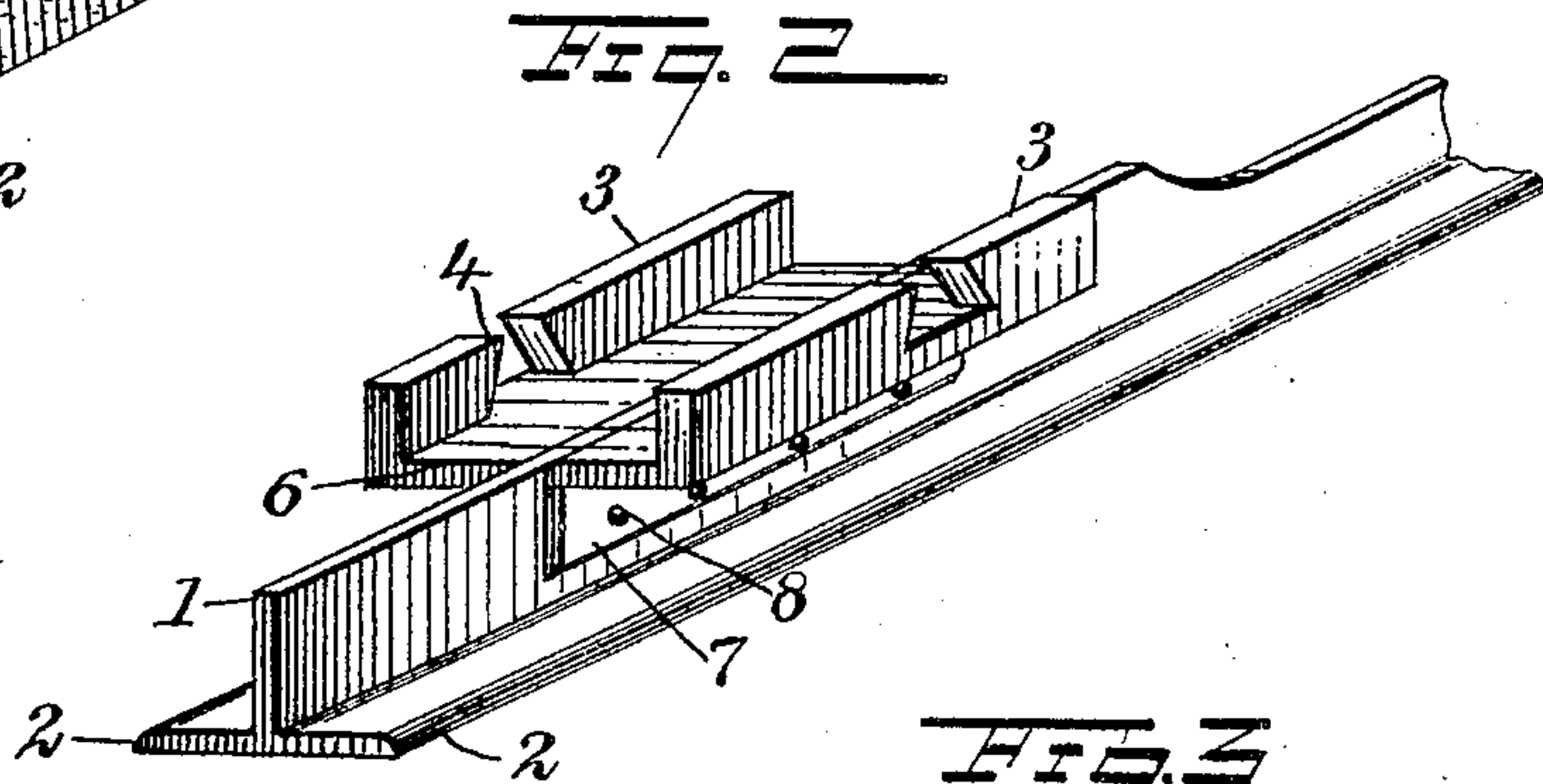
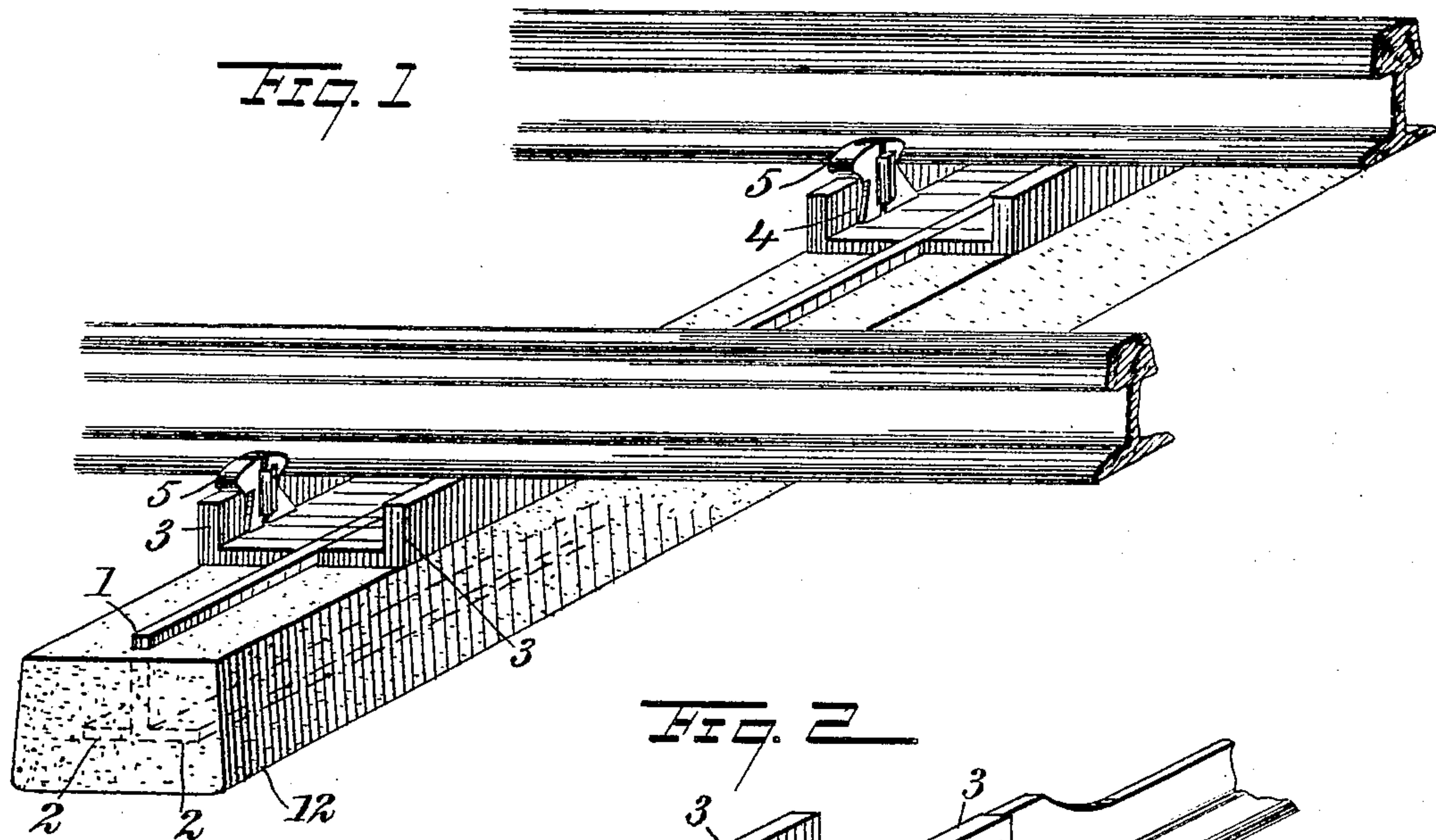
No. 795,548.

PATENTED JULY 25, 1905.

G. W. SCHELLENBACH.

RAIL TIE.

APPLICATION FILED DEC. 10, 1904.



WITNESSES:

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UNITED STATES PATENT OFFICE.

GEORGE W. SCHELLENBACH, OF SEDALIA, MISSOURI.

RAIL-TIE.

No. 795,548.

Specification of Letters Patent.

Patented July 25, 1905.

Application filed December 10, 1904. Serial No. 236,264.

To all whom it may concern:

Be it known that I, GEORGE W. SCHELLENBACH, a citizen of the United States, and a resident of Sedalia, in the county of Pettis and State of Missouri, have invented a new and Improved Rail-Tie, of which the following is a full, clear, and exact description.

This invention relates to improvements in metal railway-rail ties, the object being to provide a metal tie the greater portion of which is incased in cement or concrete in a manner to relieve the strains and shocks, making the concrete subject generally to compression only.

I will describe a rail-tie embodying my invention and then point out the novel features in the appended claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of a rail-tie embodying my invention, and Figs. 2, 3, and 4 are perspective views showing modifications.

Referring to Fig. 1, the tie comprises a metal bar having a web portion 1 and oppositely-extended base-flanges 2. Secured to the web 1 are upwardly-extended flanges 3, on which the rail is designed to rest, and these flanges are provided with openings 4, the opposite walls of which are undercut to engage with correspondingly-shaped edges of rail-fastening jaws 5. These jaws are not an essential feature of the present case, because they are shown and claimed in the patent granted to me under date of December 30, 1902, No. 717,287. The flanges 3, as shown

in Fig. 2, are extended upward from horizontally-disposed plates 6, from which flanges 7 extend downward, these flanges 7 being secured to the web 1 by means of rivets 8.

In Figs. 3 and 4 the tie-bar is provided at its upper edge with oppositely-extended flanges 9, and in Fig. 3 the flanges 3 are extended upward from plates 10, which are secured to the flanges 9 by means of rivets, the said plates being separated one from another, while in Fig. 4 the flanges are formed integral with a cross-plate 11, secured to the tie-bar by rivets. As indicated in Fig. 1, the tie-bar is incased in cement or concrete 12. It is to be understood that I do not limit my invention to this incasing of cement, as the bar may be made sufficiently strong without said incasing.

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

1. A rail-tie comprising a metal bar having a web portion and a base-flange, plates secured to the bar, upwardly-extended flanges on the plates having openings the opposite walls of said openings being undercut, and a cement or concrete casing for the bar.

2. A rail-tie comprising a metal bar having a web portion, a base-flange thereon, plates secured to the bar, and upwardly-extended flanges on said plates provided with openings, the opposite walls of which are undercut.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

GEORGE W. SCHELLENBACH.

Witnesses:

D. E. KENNEDY,

CHARLES M. O'CONNOR.