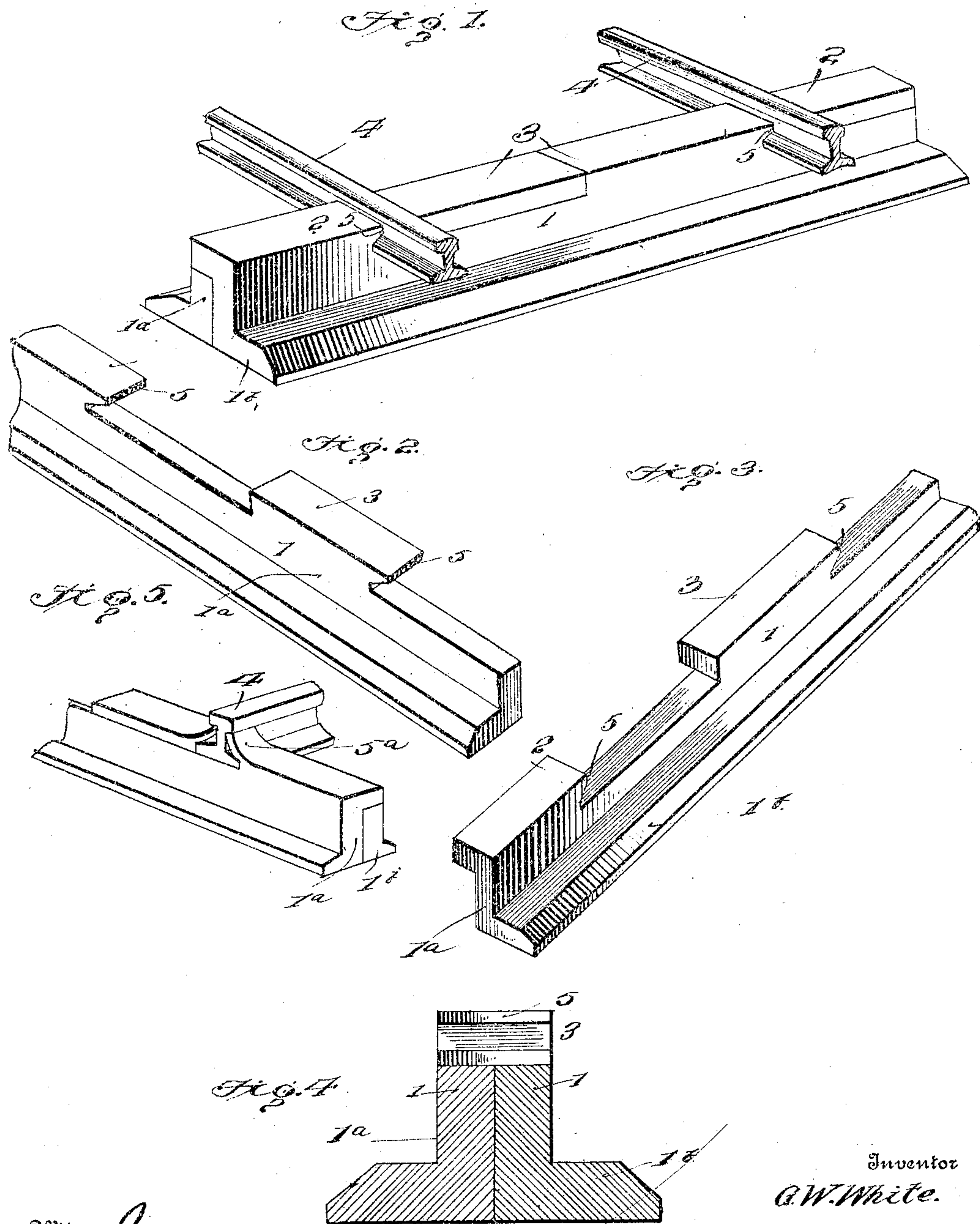


No. 897,043.

PATENTED AUG. 25, 1908.

G. W. WHITE.  
RAILWAY TIE.

APPLICATION FILED JAN. 14, 1908.



Inventor  
G. W. White.

Witnesses  
*[Signature]*  
O. St. Modern

By

*[Signature]* Attorneys



# UNITED STATES PATENT OFFICE.

GEORGE W. WHITE, OF PIEDMONT, OKLAHOMA.

## RAILWAY-TIE.

No. 897,043.

Specification of Letters Patent.

Patented Aug. 25, 1908.

Application filed January 14, 1908. Serial No. 410,848.

*To all whom it may concern:*

Be it known that I, GEORGE W. WHITE, a citizen of the United States, residing at Piedmont, in the county of Canadian and State of Oklahoma, have invented certain new and useful Improvements in Railway - Ties, of which the following is a specification.

The present invention relates to certain new and useful improvements in railway ties, and has for its object to provide a metallic tie which is simple and inexpensive in its construction and embodies novel means for securing an interlocking connection with the track rails.

A further object of the invention is to provide a novel railway tie which will firmly engage the rails in such a manner as to prevent spreading or overturning of the same, and which eliminates the necessity of employing spikes or like members for attaching the rails to the ties.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction and the means for effecting the result, reference is to be had to the following description and accompanying drawings, in which:

Figure 1 is a perspective view of a railway tie embodying the invention. Fig. 2 is a detail view of one of the complementary members of the tie. Fig. 3 is a similar view of the opposite complementary member. Fig. 4 is a transverse sectional view through the tie. Fig. 5 is a view showing a slight modification.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The tie embodying the present invention is designed to be formed of metal or analogous material and comprises a pair of complementary sections which are of like formation and embody novel means for engaging the track rails and holding the same rigidly in position. Each of the complementary sections of the tie comprises a body portion 1 and a pair of locking flanges 2 and 3, the two sections of the tie being arranged in a reverse order when assembled and the locking flanges 2 and 3 engaging opposite sides of the track rails 4. In the present instance the body portion 1 of each of the sections of the tie is formed with a vertical web 1<sup>a</sup> having a hori-

zontal flange 1<sup>b</sup> projecting laterally from the lower edge thereof, the web portions of the two sections of the tie fitting against each other and the horizontal flanges extending in opposite directions so as to form an enlarged base for distributing the pressure over a comparatively large area of the road bed. Each of the locking flanges 2 and 3 terminates at one end in a square shoulder and is provided at its opposite end with a tongue 5 designed to fit over the base of the respective track rail and abut against the web portion thereof. It will also be observed that these locking flanges project laterally from the vertical webs 1<sup>a</sup>, the locking flanges upon each of the complementary tie sections extending over the upper edge of the opposite complementary section.

When the tie is assembled the square shoulder upon the inner locking flange 3 of each of the complementary tie sections abuts against the corresponding square shoulder upon the inner locking flange 3 of the opposite complementary section, the two complementary sections of the tie being thereby locked against relative sliding movement such as would tend to release the track rails. If found desirable the two tie sections may be fastened together by means of bolts or similar members, although such is not absolutely necessary and is entirely optional with the person using the tie.

From the foregoing description it will be readily apparent that the improved tie will serve to produce a rigid engagement with the track rails without the necessity of employing spikes or similar members and will hold the rails securely against spreading or overturning. It may also be again called to attention that since both of the complementary sections of the tie are of like formation, merely being arranged in a reverse order when assembled, the same can be used interchangeably and the expense incident to special sections is avoided.

A slight modification is shown in Fig. 5 in which the tongues 5<sup>a</sup> are curved upwardly so as to engage the lower face of the head of the rail, thereby forming an extremely secure support for the rail.

While the invention has been described as embodying a railroad tie, it is to be understood that I do not limit myself to such a use, since the member formed by the two



complemental sections might be employed as a beam or girder in the construction of flooring, elevated railways and the like.

Having thus described the invention, what is claimed as new is:

1. In a railway tie, the combination of a pair of interchangeable complemental sections which are arranged in a reverse manner and fit side by side, each of the complemental sections being formed with a pair of locking flanges which terminate at one end in a square shoulder and are provided at the opposite end with a tongue for engaging the base of the corresponding track rail, one of the locking flanges being disposed toward one end of the complemental sections while the opposite locking flange is disposed at an intermediate point and the square shoulders of the intermediate locking flanges being designed to abut against each other to lock the complemental sections against longitudinal displacement when assembled and hold the tongues in engagement with the rails.

2. In a railway tie, the combination of a pair of interchangeable complemental sections arranged in a reverse manner and fitting side by side, each of the complemental sections being formed with a pair of laterally projecting locking flanges which terminate at one end in a square shoulder and at the opposite end in a tongue designed to engage the base of a track rail, the laterally projecting locking flanges of each of the sections extending over the opposite section when the two sections are assembled and the square shoulder upon one of the locking flanges of each section abutting against the square shoulder of the corresponding locking flange upon the opposite section to hold the two sections against longitudinal displacement.

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

GEORGE W. WHITE. [L. s.]

Witnesses:

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