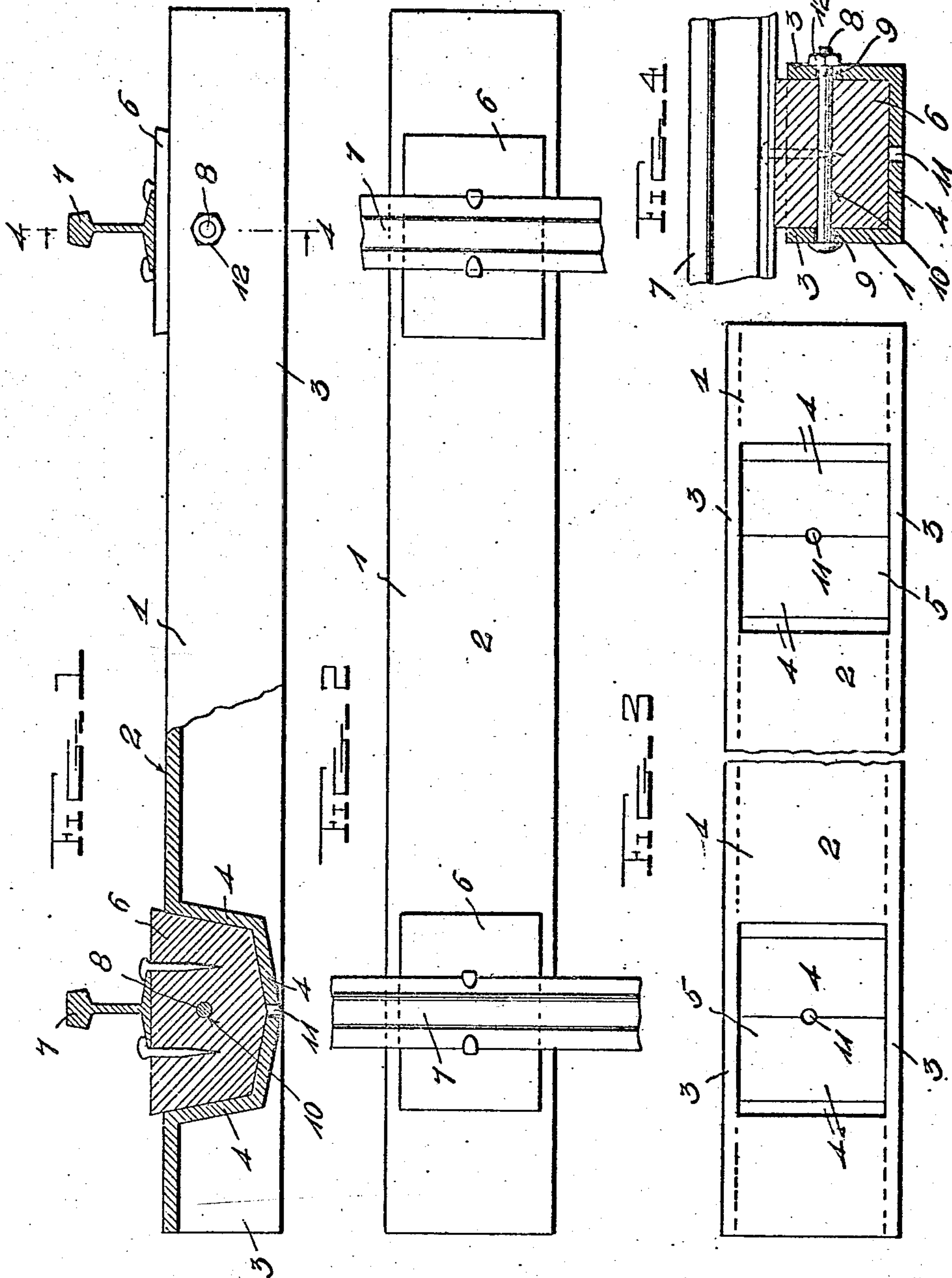


W. A. LOCKARD.
RAILWAY TIE.
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899,174.

Patented Sept. 22, 1908.



Witnesses
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UNITED STATES PATENT OFFICE.

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RAILWAY-TIE.

No. 899,174.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, WILLIAM A. LOCKARD, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Railway-Ties; and I do 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 new and useful improvements in railway ties, and has for its object to provide a simple and improved form of tie of steel or other suitable metal, the tie possessing such structural features as will render it serviceable to the highest degree as a tie, and hold and maintain the rails in proper and firm position, and at the same time to make the tie durable and economical of use.

In the accompanying drawings—Figure 1 is a side elevation partly in longitudinal section illustrating the application of the invention; Fig. 2 is a top plan view; Fig. 3 is a similar view of the same, the track fastening means removed; Fig. 4 is a cross sectional view taken on line 4—4 of Fig. 1.

Referring to the drawings which are for illustrative purposes only, and therefore are not drawn to any particular scale, it will be seen that a device constructed in accordance with the invention comprises a hollow tie 1, of steel or other suitable material, comprising a flat top and side walls 2 and 3, respectively, said tie being formed near each end and in its top wall with a suitable socket, the end walls 4 of which are formed to converge inwardly, and the bottom of slightly wedge-like formation.

In carrying out the invention, suitable supporting blocks 6 are fitted in the sockets of the tie, and are arranged to have their tops lie in a plane above that of the top member or wall of the tie. In practice the track rails 7 are mounted on these blocks, the latter being of wood or other suitable material to provide a yieldable or cushion support for the

rails so that the latter will be permitted to give, as may be required during the passage thereof of the train. Said blocks are preferably secured in position by fastening bolts 8, arranged to extend through corresponding registering apertures 9 formed in the side walls or pieces of the ties, and through corresponding apertures 10 in the supporting block 6.

The bottom walls 5 of the sockets of the ties are formed with central discharge ports or apertures 11 so that any water which may accumulate or drain into the sockets will be discharged.

By making the bottom walls of the sockets of wedge-like formation, as shown, it will be evident that the water will be led directly to the discharge ports 11, and for this reason the sockets drain off the water with greater facility than would otherwise be possible.

The numeral 12 indicates the fastening nuts, adapted to screw on the threaded ends to the fastening bolts 8 to secure the latter in position.

As shown, the track rails are secured to the supporting blocks 6 by spikes, as is usual.

Having thus described my invention, what I claim is:—

A railway tie having a flat top wall and side pieces, the top wall being provided near each end of the tie with a socket having inwardly slanting end walls which extend between the side pieces of the tie, and a bottom wall of wedge-like formation provided with a central drain opening, the lowest points of the bottom walls of the sockets lying in a plane approximately flush with the bottom edges of the side pieces, cushion supports arranged in said sockets, and means for holding the supports in position.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

WILLIAM A. LOCKARD.

Witnesses:

JOHN S. FISSEL,
HOWARD WACK.