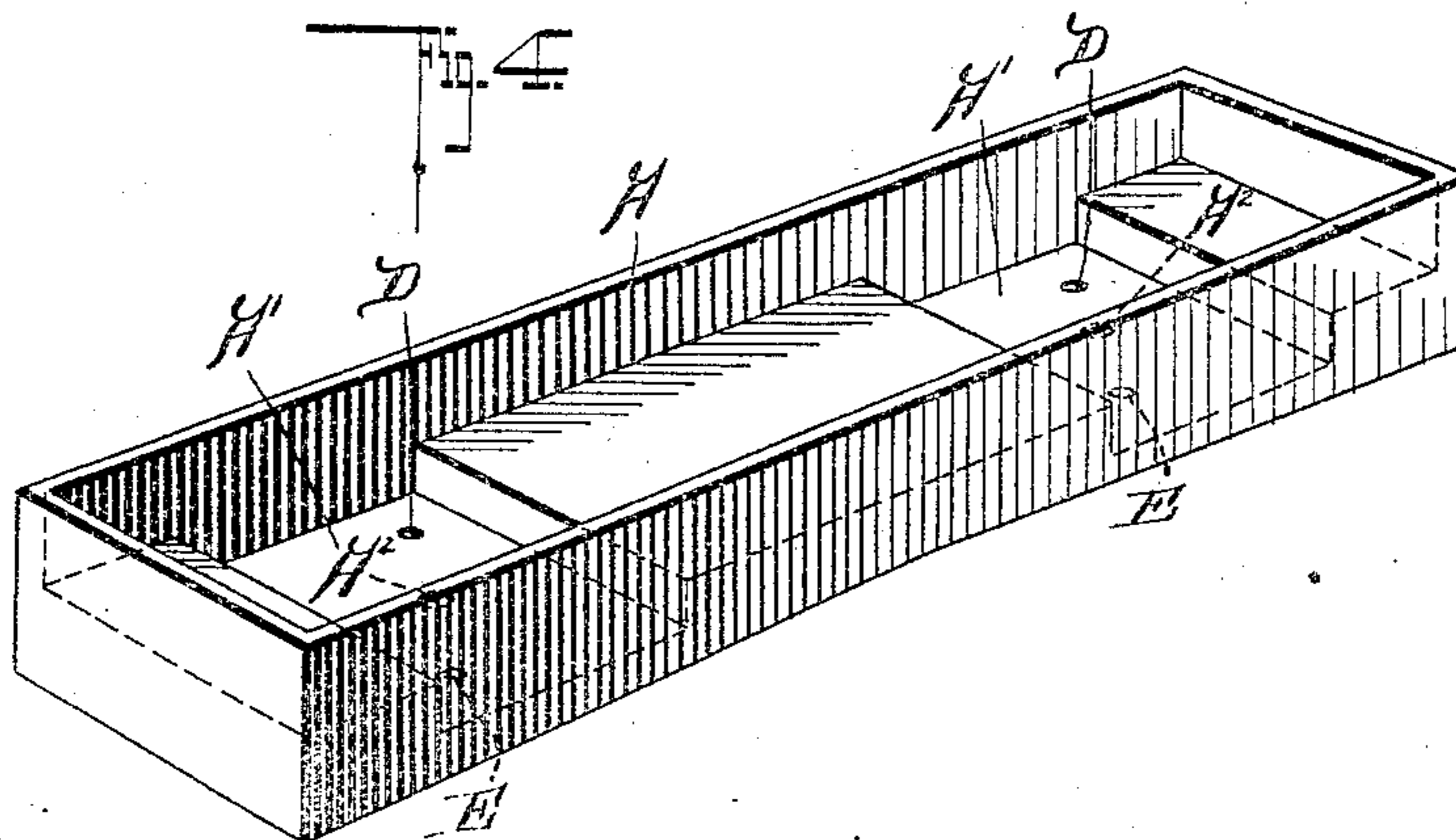
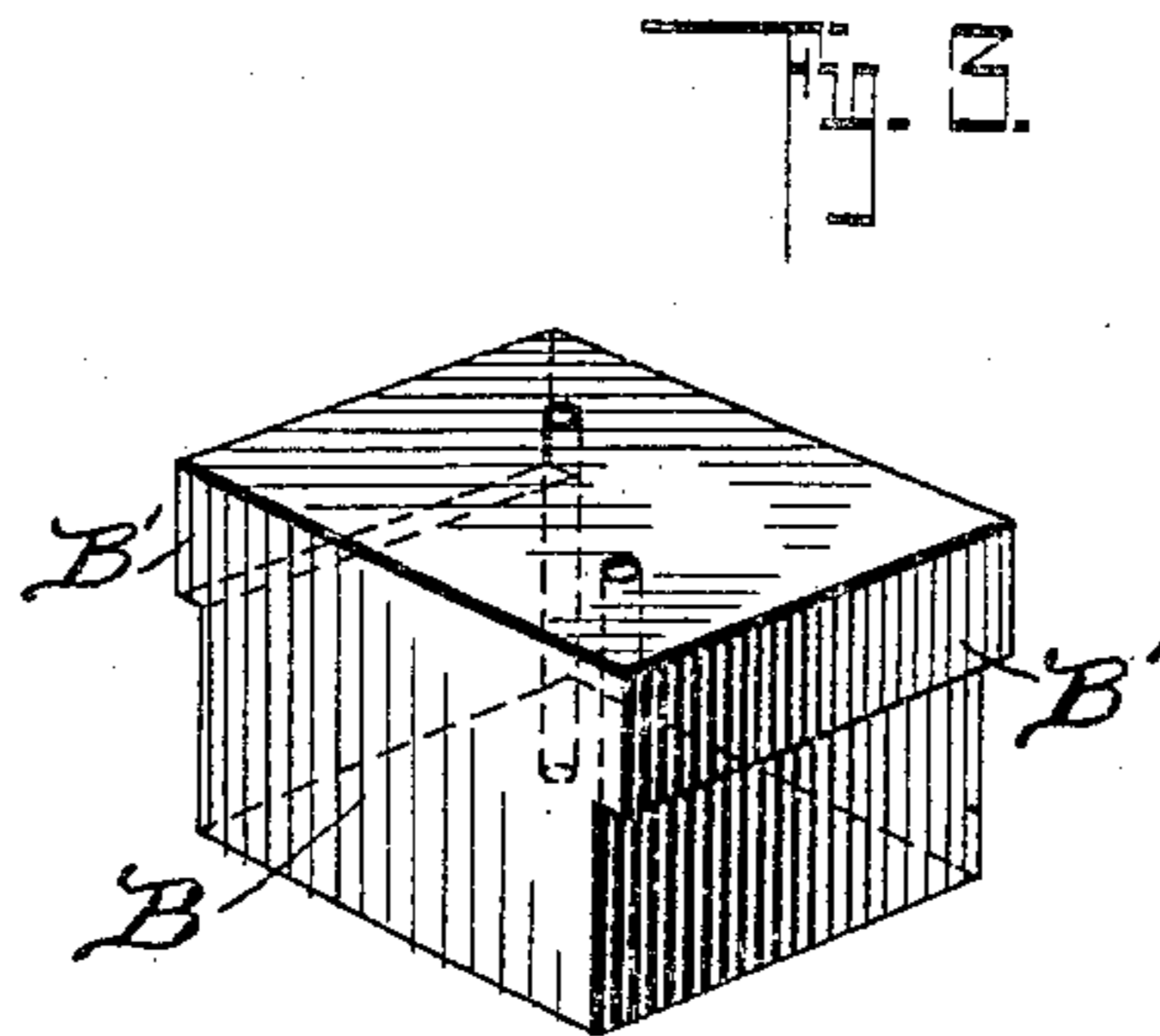
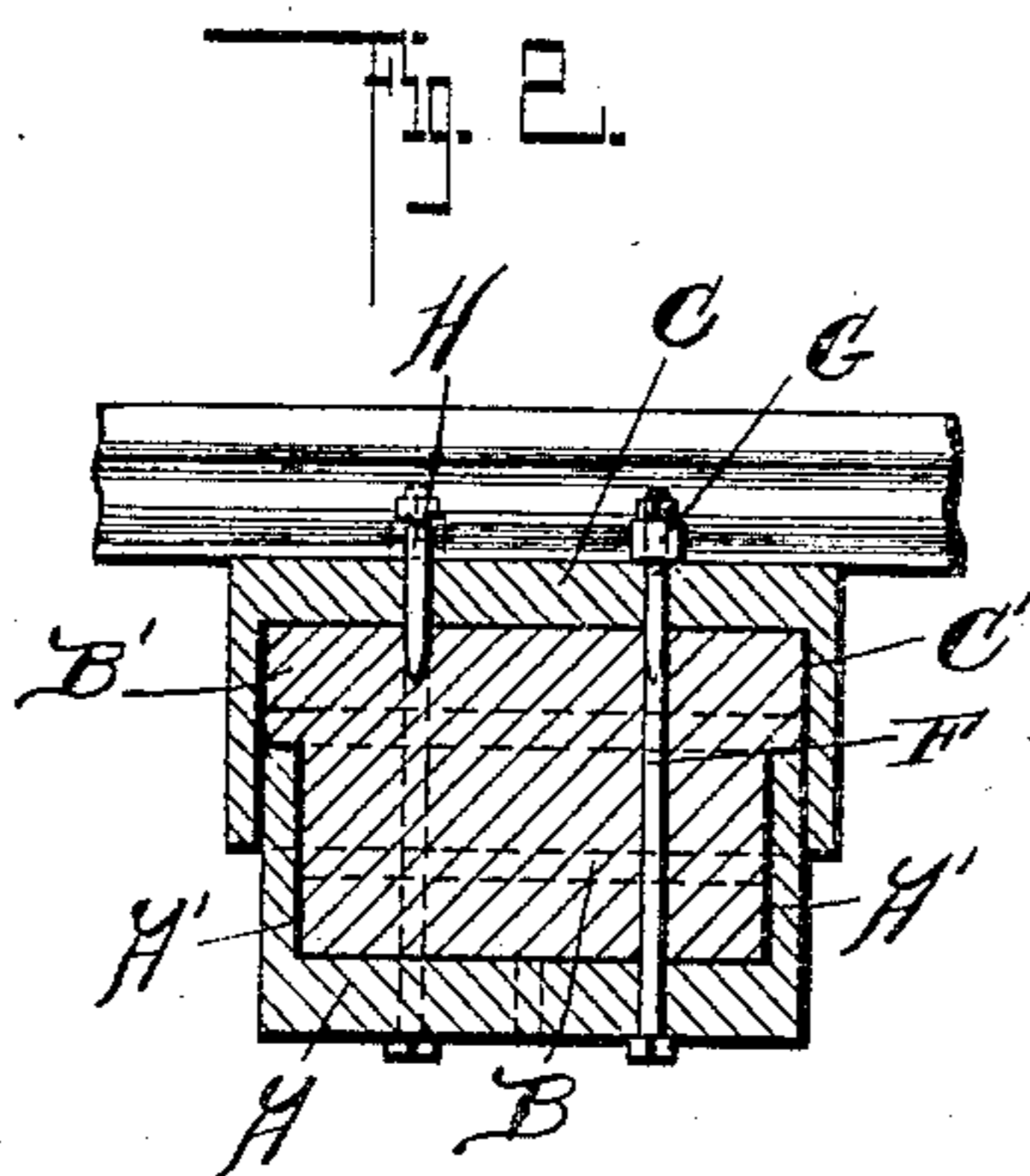
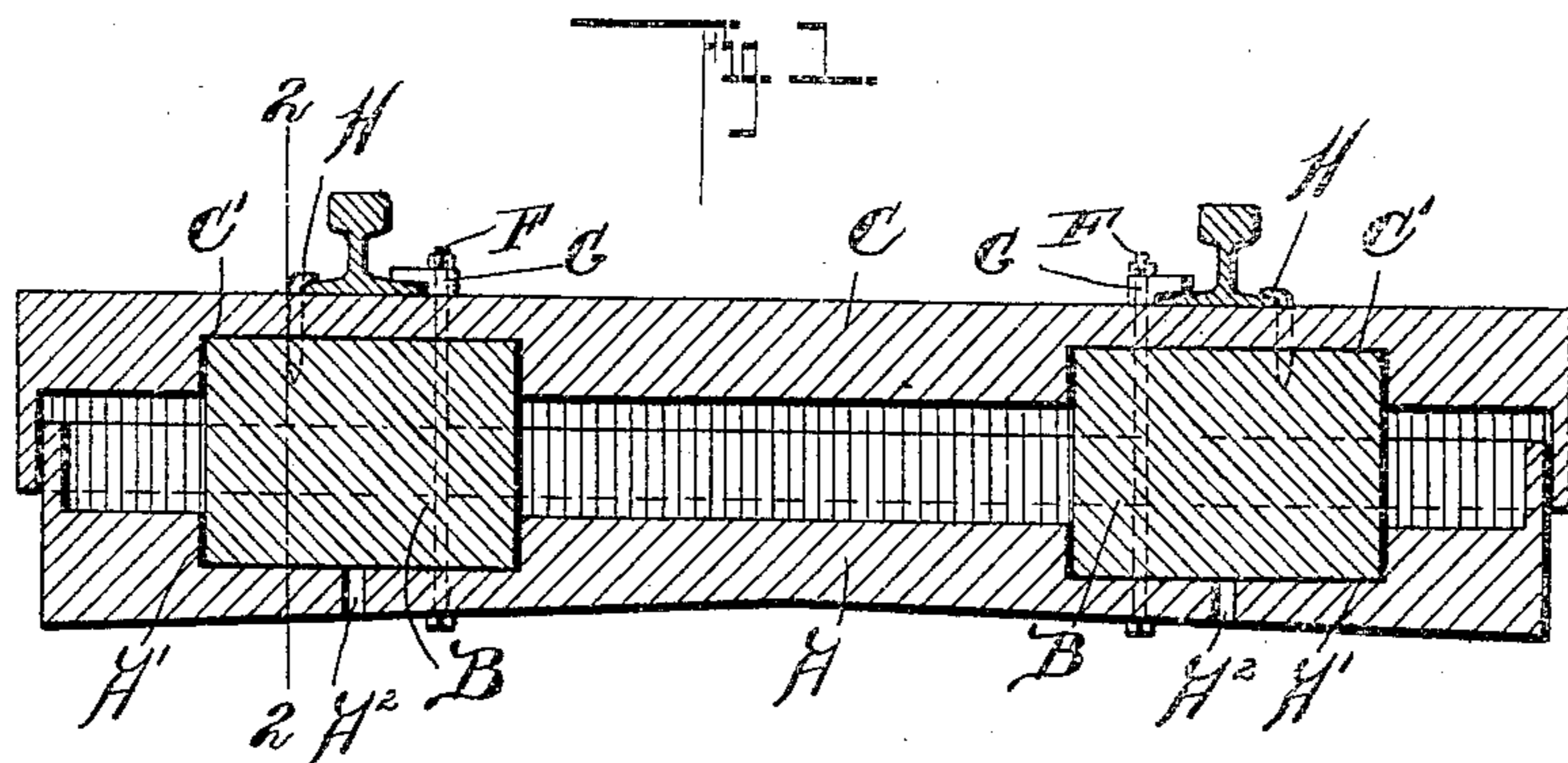


J. F. SCHNEIDER.
RAILROAD TIE.
APPLICATION FILED NOV. 9, 1908.

931,226.

Patented Aug. 17, 1909.



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Witnesses

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UNITED STATES PATENT OFFICE.

JOHN F. SCHNEIDER, OF ST. JAMES, MISSOURI.

RAILROAD-TIE.

No. 931,226.

Specification of Letters Patent.

Patented Aug. 17, 1909.

Application filed November 9, 1908. Serial No. 461,730.

To all whom it may concern:

Be it known that I, JOHN F. SCHNEIDER, a citizen of the United States, residing at St. James, in the county of Phelps and State of Missouri, have invented a new and useful Improvement in Railroad-Ties, of which the following is a specification.

This invention relates to certain new and useful improvements in railroad ties, the object being to provide a metallic tie which will have all the advantages of a wooden tie now in use.

Another object of the invention is to provide a tie formed of two sections having wooden blocks arranged between the same so as to decrease the jar as the train passes over the tie.

A further object of the invention is to provide sections of the tie with recesses in which the wooden blocks are adapted to rest so as to prevent the same from moving in any way, said wooden blocks being also locked by the fastening members.

With these objects in view, my invention consists in the novel features of construction, arrangement and combination of parts hereinafter fully described, pointed out in the claims and shown in the accompanying drawings, in which:—

Figure 1 is a longitudinal section of my improved tie. Fig. 2 is a section taken on the line 2—2 of Fig. 1. Fig. 3 is a perspective view of one of the wooden blocks detached, and Fig. 4 is a perspective view of the bottom section of the tie.

In carrying out my improved invention, I employ a trough-shaped lower section A having transverse recesses A' in its bottom in which are adapted to be placed wooden blocks B which are provided with shoulders B' adapted to rest upon the edges of the trough, it of course being understood that these blocks are of such a size that they will fit snugly within the recesses. An inverted trough-shaped top C is placed over the blocks and bottom, said top being provided with recesses C' registering with the recesses A' of the lower section and adapted to receive the upper portions of the blocks B. The top is of such a size that it fits snugly over the bottom so as to prevent the snow and rain from beating into it, whereby the blocks will be protected. In case of any rain or snow getting within the same, by any means, I provide the bottom of the lower

section with openings A² so as to allow the same to drain out.

The upper and lower sections of the tie are provided with openings D and E in vertical alinement and the blocks are also provided with openings through which bolts F are adapted to pass for securing the clamping members G over the flanges of the rails and it will be seen that these bolts also hold the sections together. I have found by experimenting, that two bolts and clamping members to each rail will be sufficient and for holding the opposite sides, I employ the ordinary spikes H. The bottom of the lower section is formed slightly concaved as clearly shown so that when placed on the road bed all danger of it moving is prevented.

From the foregoing description, it will be seen that I have provided a metallic tie formed of two sections having wooden blocks arranged between the two sections, said sections and blocks being held in position by the bolts for securing the clamping members.

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

1. A tie formed of two trough-shaped sections of different sizes adapted to fit one within the other, recesses formed in the bottoms of said sections registering with each other and wooden blocks arranged in said recesses together with means for securing said sections together and for securing rails thereon.

2. A tie formed of two trough-shaped sections of different sizes having recesses formed in their bottoms adapted to register when placed one upon the other, wooden blocks provided with shoulders arranged in said recesses, said shoulders resting upon the sides of the lower section and bolts extending through said sections and blocks carrying tie securing members.

3. A sectional tie comprising a bottom section having transverse recesses and an upper section having transverse recesses, said upper section fitting over the bottom section, wooden blocks arranged in the recesses of the sections, and bolts extending through said sections and blocks for securing the clamping members over the flanges of the rails.

4. A sectional railroad tie comprising a

trough-shaped lower section provided with
transverse recesses, an inverted trough-
shaped top section fitting over said lower
section, said top section being provided with
5 recesses in vertical alinement with like re-
cesses in the bottom section, wooden blocks
arranged between said sections in said re-
cesses, bolts extending through said sections

and blocks and clamping members carried
by said bolts for securing the rails on the top
section.

JNO. F. SCHNEIDER.

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