M. R. WHARRAM.

RAILWAY TIE.

APPLICATION FILED SEPT. 19, 1907.

969,758.

Patented Sept. 6, 1910.

2 SHEETS—SHEET 1.

Fig. 1.

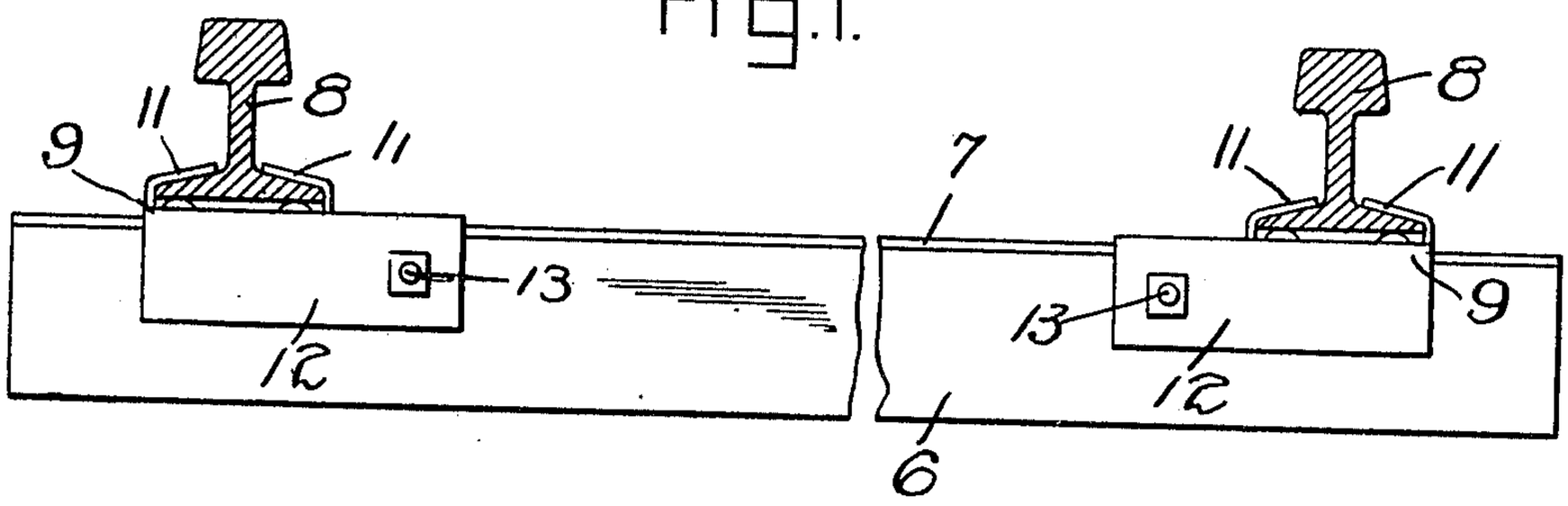


Fig. 2.

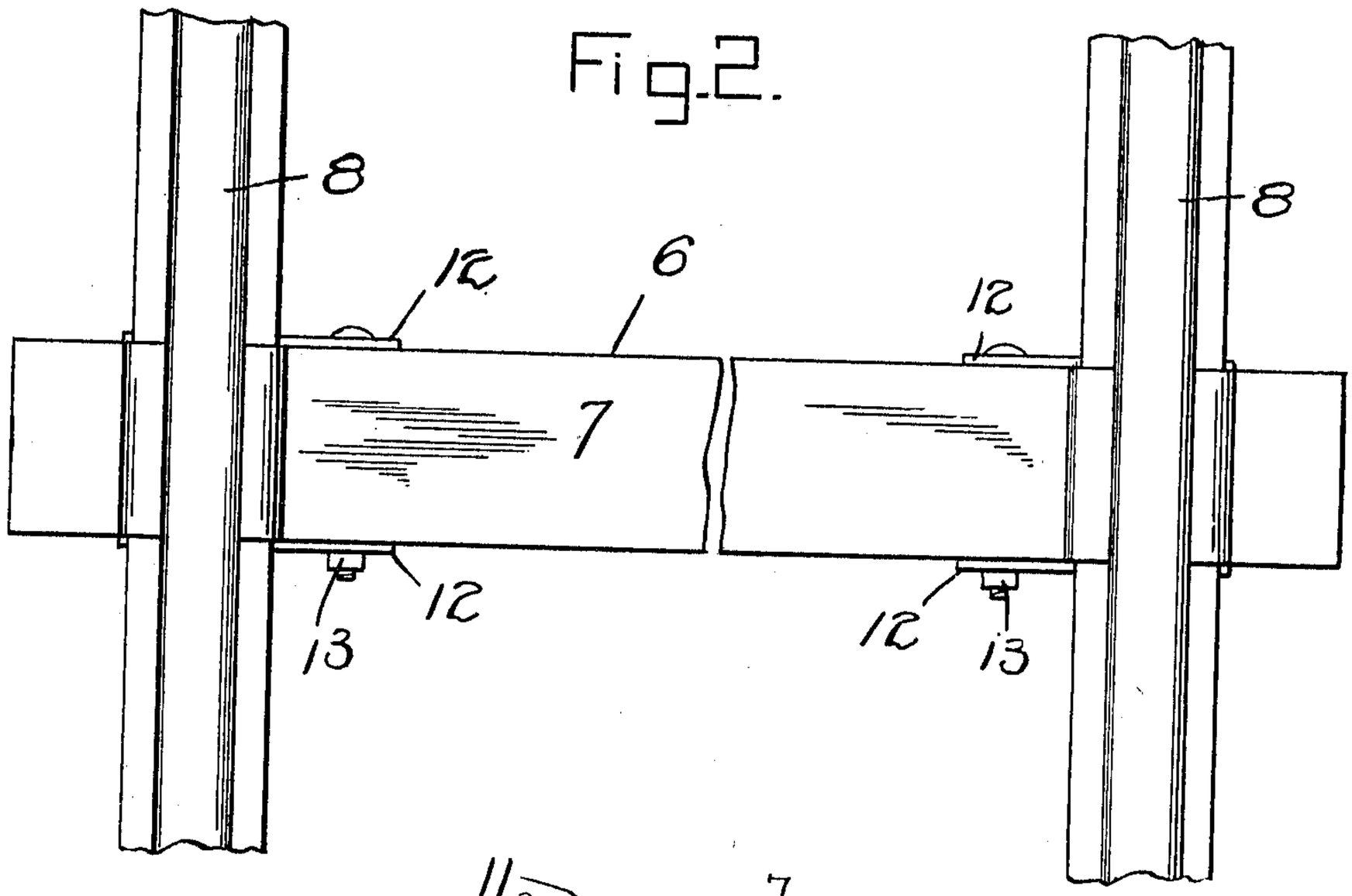
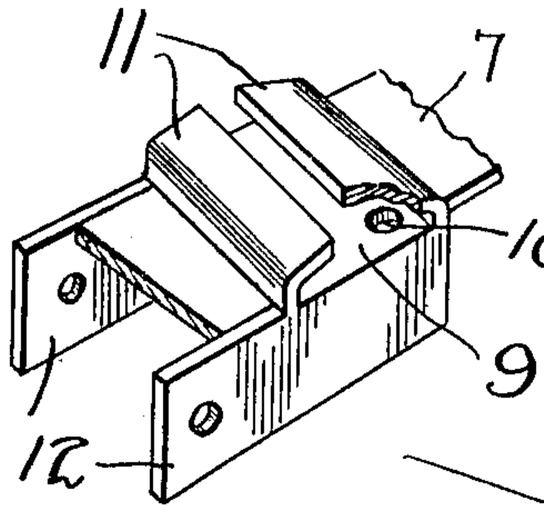


Fig. 3.



Witnesses

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2 SHEETS—SHEET 2

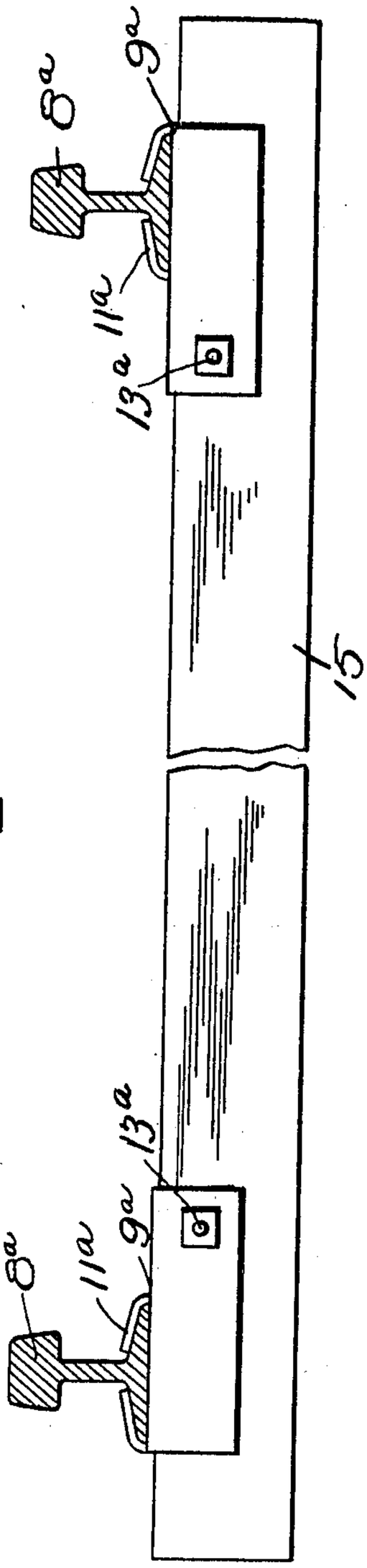

Fig. 4.

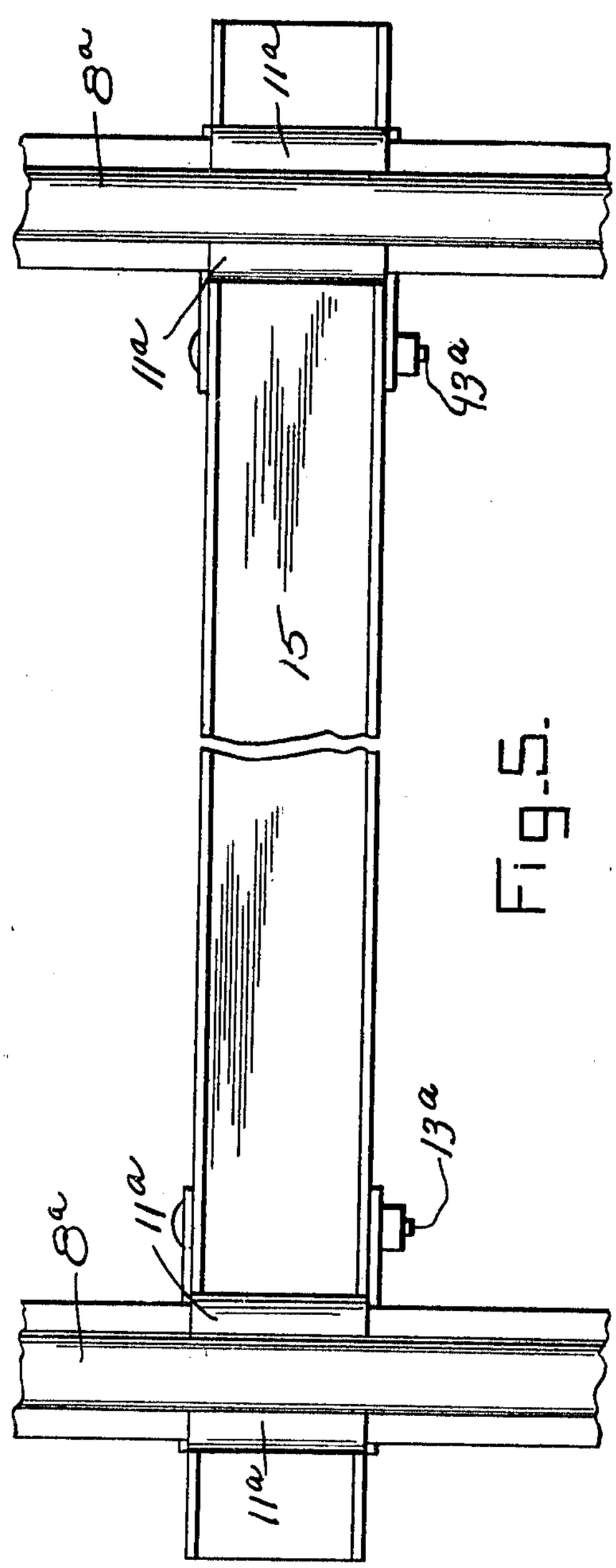

Fig. 5.

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UNITED STATES PATENT OFFICE.

MANNIE R. WHARRAM, OF SAN ANTONIO, TERRITORY OF NEW MEXICO.

RAILWAY-TIE.

969,758. Specification of Letters Patent. Patented Sept. 6, 1910.

Application filed September 19, 1907. Serial No. 393,702.

To all whom it may concern:

Be it known that I, MANNIE R. WHARRAM, a citizen of the United States, residing at San Antonio, in the county of Socorro, Territory of New Mexico, have invented certain new and useful Improvements in Railway-Ties; and I do hereby 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 railroad ties and has for its object to provide a tie which will effectually prevent spreading of rails and will be more durable than the present wooden ties.

The invention resides primarily in a metallic tie and one of the objects of the invention is to provide a tie of such construction that it can be readily set or taken up when required.

In the accompanying drawings, Figure 1 is a side elevation of a tie embodying my invention, Fig. 2 is a top plan view of the same, Fig. 3 is a detail perspective view of one of the rail supporting devices removed from the tie, Fig. 4 is a view similar to Fig. 1 showing a slightly modified form of the invention, and, Fig. 5 is a view similar to Fig. 2 showing the modified form in top plan.

The tie embodied in the first three figures of the drawings is designed for use in connection with the ordinary wooden tie now in use for the purpose of adding to its efficiency and overcoming its disadvantages and the wooden tie is indicated in the said figures by the reference numeral 6. The tie embodying my invention comprises, in part, a plate 7 which is connected with the wooden tie in a manner which will be presently explained.

The rails, which are indicated by the numeral 8 are secured to the tie by means of fastening devices each of which consists of a base plate adapted to rest upon the upper face of the plate 7, and provided with pairs of integral flanges 11 and 12 located at the edges of the base-plate. The first-mentioned flanges are directed upwardly and inwardly so as to overlie the base flanges of the rail, while the other pair of flanges which are located at the front and rear edges of the base plate extend downwardly and lie against the side edges of the plate 7 and against the side faces of the tie 6. The fastening or rail-holding devices are secured to the plate 7 by means of rivets which extend through registering openings 10 formed in said plates and in the base plates 9, this combination permitting the rail-holding devices to be secured to the plates 7 prior to the attachment of the latter to the ties, as hereinafter described.

As clearly shown in the drawings, the flanges 12 are extended inwardly beyond the vertical plane occupied by the inner side edge of the plate and a bolt or spike 13 is passed through the extended portions of the flanges and through the tie thus securing the rail holding devices to the tie and base plate.

It will be understood from the foregoing that by providing the extensions of the flanges 12, the bolts or spikes may be engaged therethrough without the necessity of working the necessary wrenches beneath the rail. In other words, the extensions of the flanges render the rail holding devices more readily applicable to the tie.

In the form of my invention shown in Figs. 4 and 5, the tie body is of metal in the form commonly known as U-shaped channel iron, and is indicated by the numeral 15. In this form, the same construction of rail holding devices is employed and corresponding parts are indicated by the same reference numerals in the figures illustrating the two forms except that in the last mentioned figures, the suffix "a" is added to the numerals.

What is claimed, is—

The combination of a rail tie, a base plate on the upper side thereof and co-extensive in width therewith, so that the side edges of said plate are coincident with the vertical sides of said tie, a pair of rail securing devices on the ends of said base plate, each of said rail securing devices having a pair of down-turned flanges bearing against the side edges of said base plate and the vertical sides of said tie, and a pair of upwardly and inwardly extending flanges, bolts extending transversely through the tie and through said down-turned flanges and coacting with the latter to secure said base plate and said rail securing devices on the tie, fastening means extending through said rail securing devices and said base plate, securing said rail securing devices to said base plate and disposed under said upwardly and inwardly extending flanges of said rail securing devices, and rails disposed on said rail securing

devices with their bases bearing on the upper ends of the said devices which secure said rail securing devices and said base plate together, the base flanges of the said rails being engaged and over-hung by the said upwardly and inwardly extending flanges of said rail securing devices.

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

MANNIE R. WHARRAM.

Witnesses:
JOHN MCINTYRE,
P. A. ALLAIRE.