

No. 746,304.

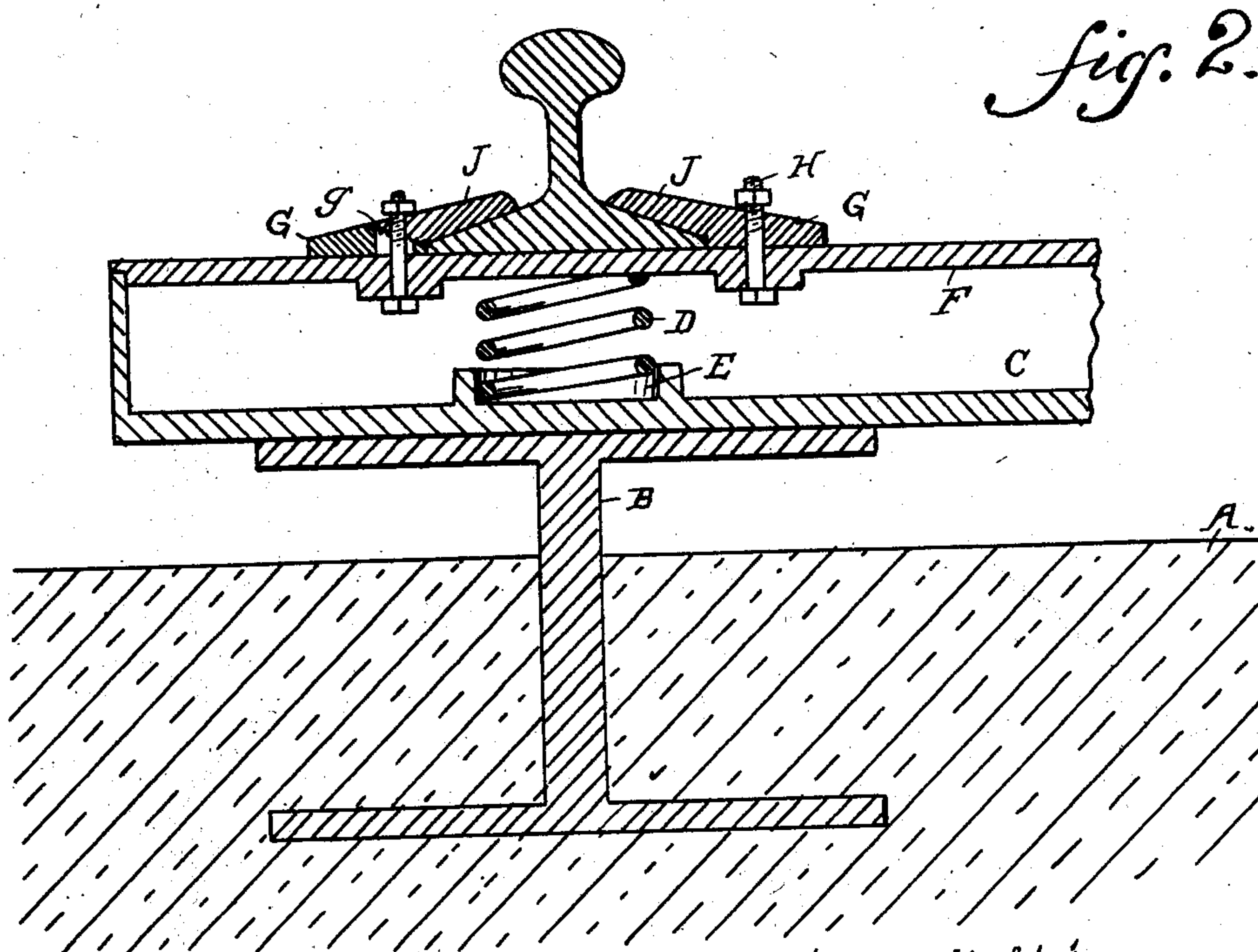
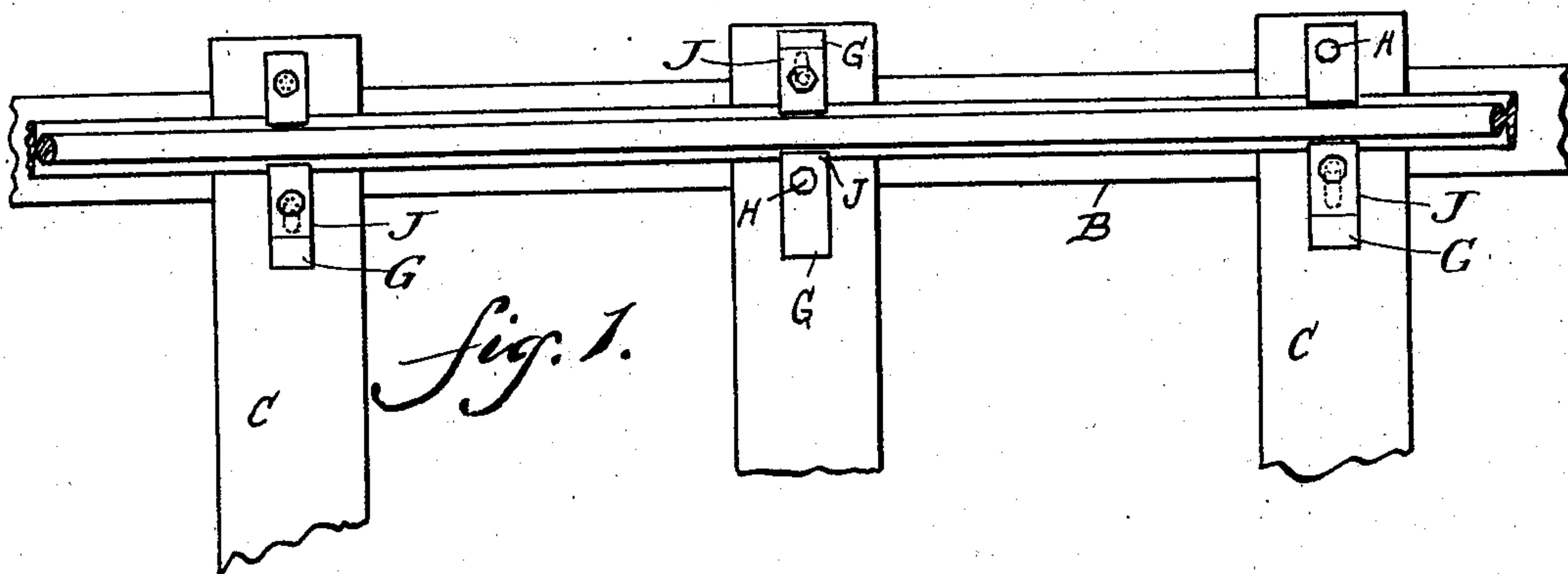
PATENTED DEC. 8, 1903.

A. S. DREIBELBIS.

RAILWAY TIE.

APPLICATION FILED AUG. 29, 1903.

NO MODEL.



Witnesses
Florence Kelly
Katharine Kelly.

Alfred S. Dreibelbis, Inventor

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UNITED STATES PATENT OFFICE.

ALFRED S. DREIBELBIS, OF READING, PENNSYLVANIA.

RAILWAY-TIE.

SPECIFICATION forming part of Letters Patent No. 746,304, dated December 8, 1903.

Application filed August 29, 1903. Serial No. 171,179. (No model.)

To all whom it may concern:

Be it known that I, ALFRED S. DREIBELBIS, a citizen of the United States, residing at Reading, in the county of Berks and State of Pennsylvania, 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 improvements in railway-ties; and the object of the invention is to provide a tie that will be permanent after being properly placed in position.

The invention consists of a metallic casing containing coiled springs and a vertical movable cover, on which the railway-rails rest.

The invention is more fully described in the following specification and clearly illustrated in the accompanying drawings, in which—

Figure 1 is a plan view, and Fig. 2 is a longitudinal sectional view, of my device in position.

A is the road-bed and may be of concrete or any equivalent construction.

B indicates the metallic sills, which are partly embedded in the concrete, holding them perfectly rigid and insuring a solid road-bed.

C indicates the ties. These ties are made in the form of boxes of approximately rectangular cross-section, and they are provided with coiled springs D, located in cup-like receptacles E, formed in the bottom of the tie. These springs are located immediately beneath the rails. The ties C are formed with a cover or lid F, which fits snugly over the box-like body C and is capable of being depressed slightly by the passing of a car over the rails to be returned to normal position afterward by the action of the coiled springs.

G indicates the securing-plates for holding the rail to the sills, one of which is placed on the sill on either side of the rail. These plates are formed with overhanging projec-

tions J, which bear against the base of the rail, and they are secured to the tie by means of bolts H, passing through them adjacent to the edge of the base of the rail and through the tie. The plates on one side of the rail may be made in two pieces, as shown, thus allowing replacing of the rails without removing the plates. These two-piece plates are formed with serrations *g* on the surfaces, which bear against each other, and the upper portion J is provided with an oblong hole through which the fastening-bolt passes. When the nut is loosened, the portion J may be drawn away from the rail and the rail removed.

It will be seen that my construction will produce a substantial and practically solid road-bed, while the ties will afford a sufficient amount of resiliency to produce even and comfortable, as well as comparatively noiseless, travel.

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

The combination of a railway-tie comprising an approximately rectangular box, a snugly-fitting cover capable of vertical movement, a cup-like receptacle formed in the base of said box near either end, a coiled spring located in each of said receptacles, a fastening-plate formed in two parts, one of which has an oblong opening and both of which have serrated meeting faces, having overhanging projections adapted to engage the base of the rail and capable of being secured to the tie by means of bolts, said plates engaging the rail at each tie, with metal I-shaped sills on which the ties rest, and a bed of concrete in which said sills are partially embedded.

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

ALFRED S. DREIBELBIS.

Witnesses:

ED. A. KELLY,
GEO. M. MILLER.