

No. 864,148.

PATENTED AUG. 27, 1907.

C. M. BEEHLER.
METALLIC TIE.

APPLICATION FILED DEC. 22, 1906.

2 SHEETS—SHEET 1.

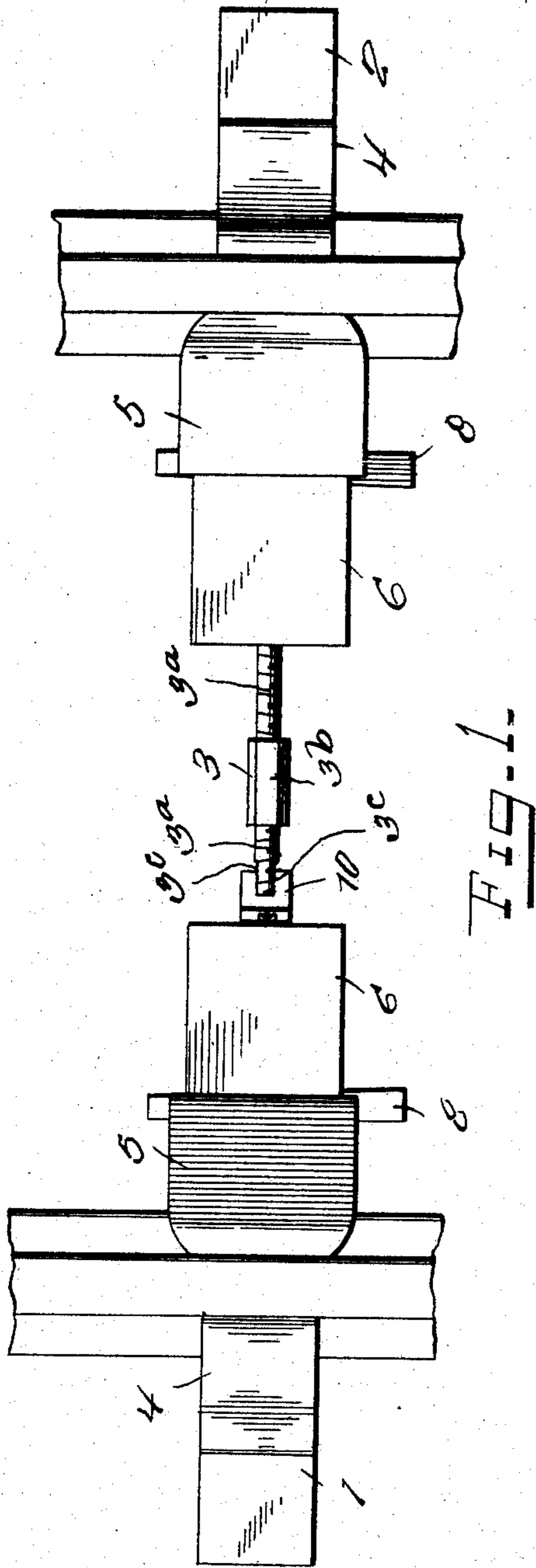


Fig. 1.

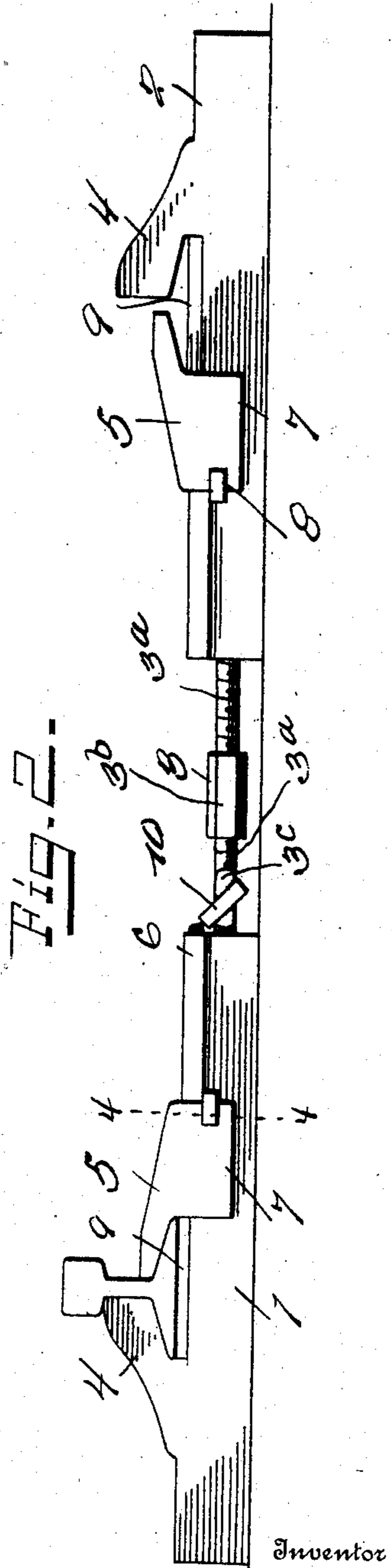


Fig. 2.

Witnesses

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2 SHEETS—SHEET 2.

Fig. 3.

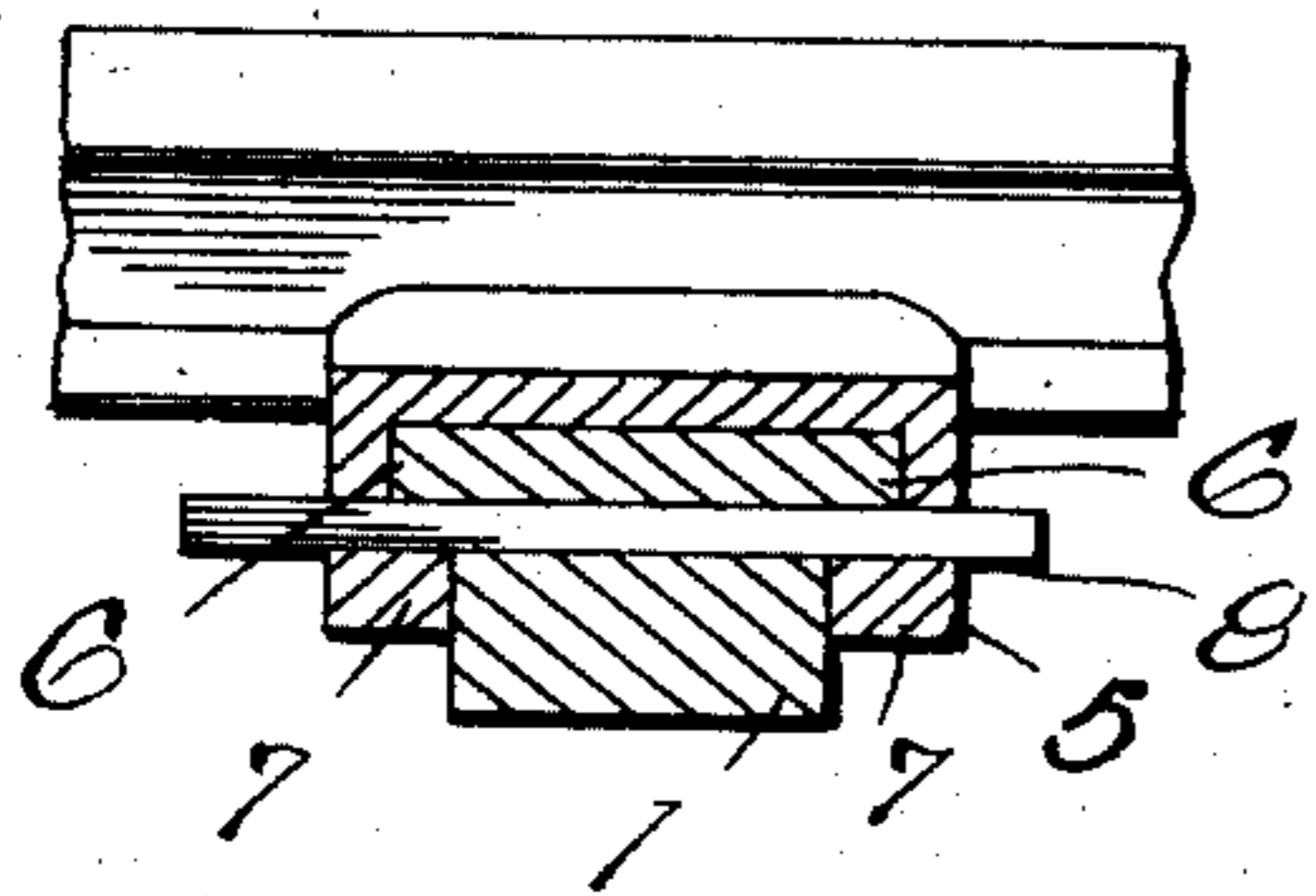
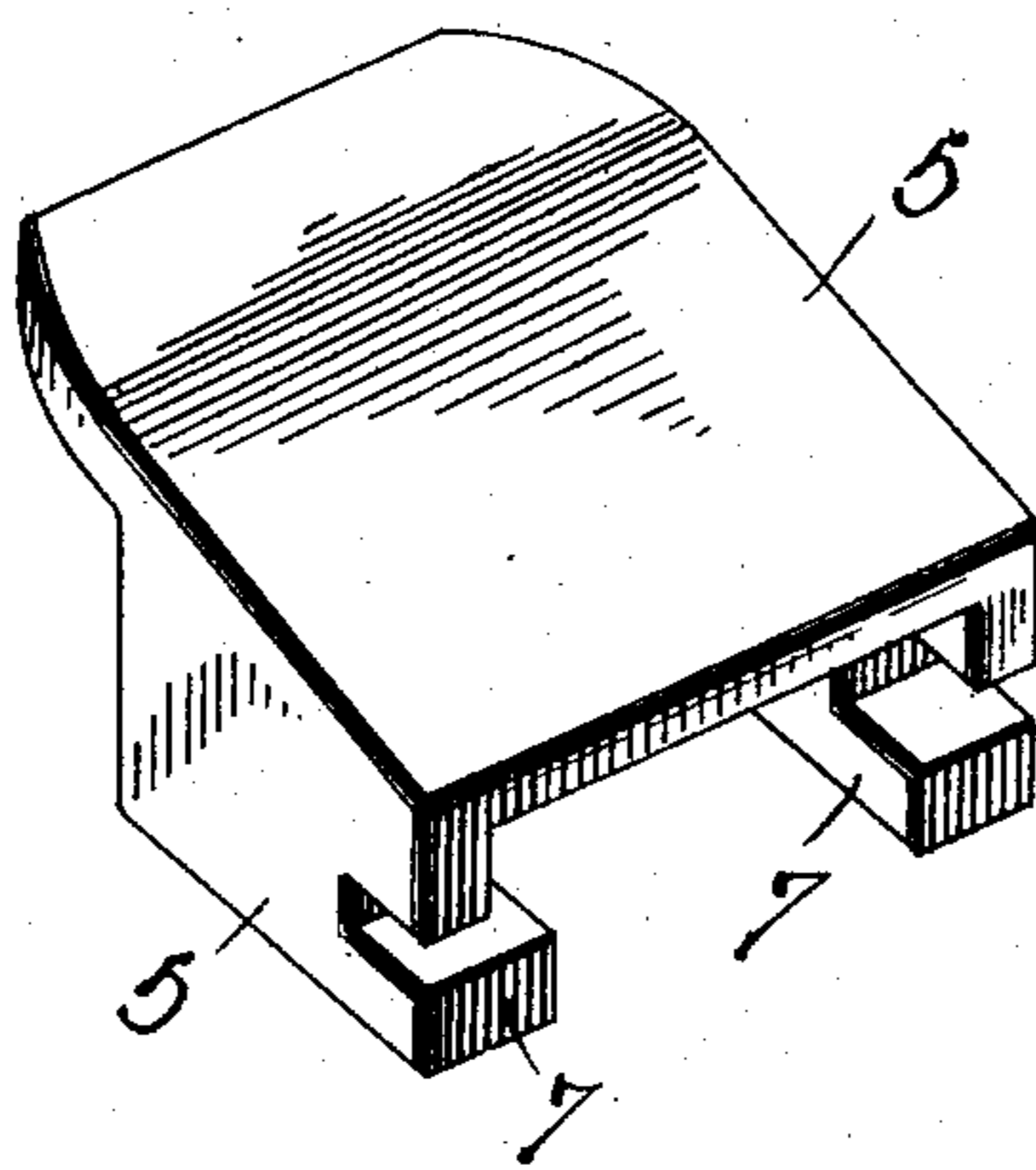
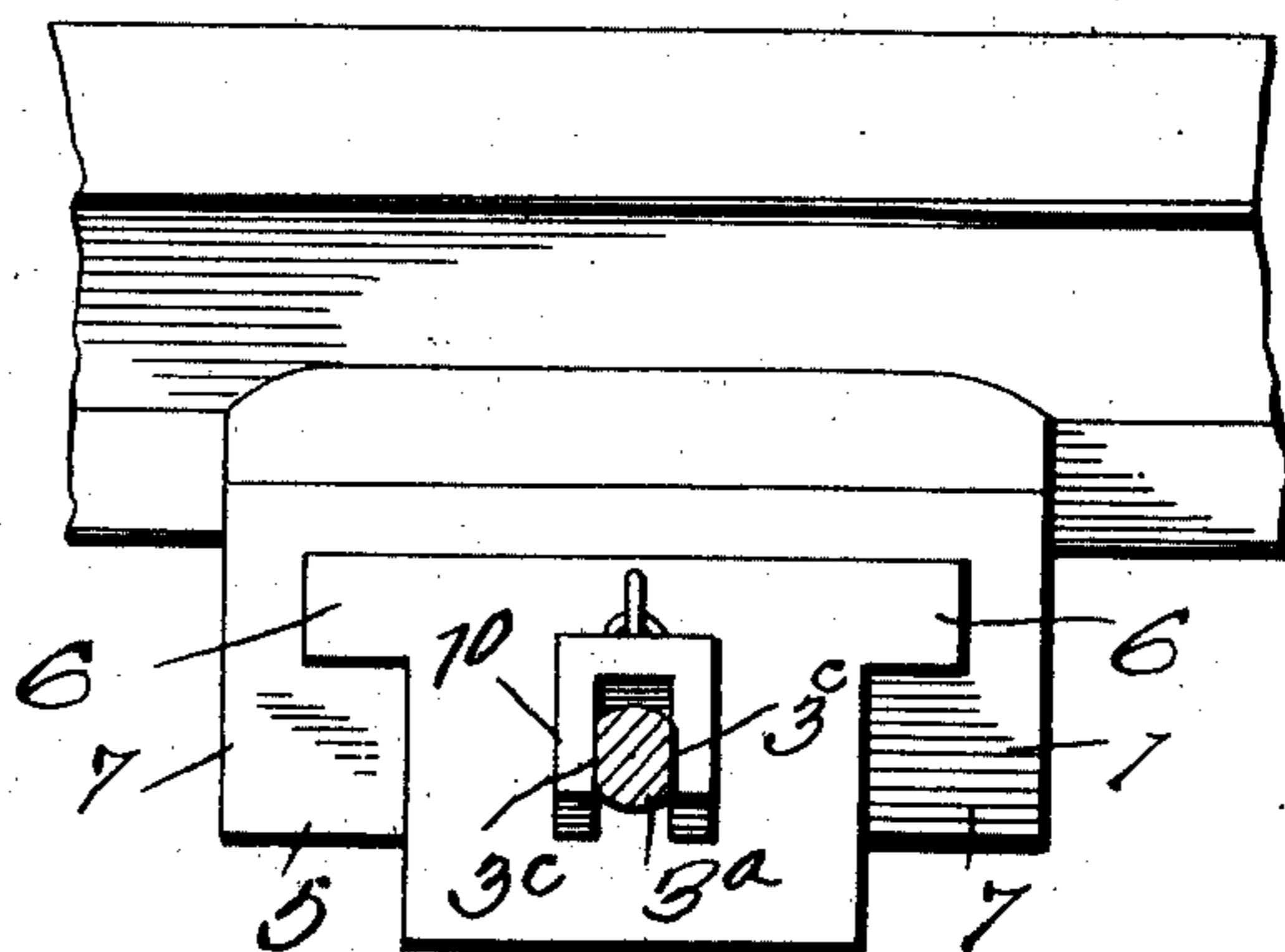


Fig. 4.

Fig. 5.



Witnesses

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UNITED STATES PATENT OFFICE.

CHARLES MELCHOR BEEHLER, OF BRADFORD, PENNSYLVANIA.

METALLIC TIE.

No. 864,148.

Specification of Letters Patent.

Patented Aug. 27, 1907.

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To all whom it may concern:

Be it known that I, CHARLES MELCHOR BEEHLER, a citizen of the United States, residing at Bradford, in the county of McKean and State of Pennsylvania, have invented a new and useful Metallic Tie; 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.

The invention relates to metallic railway ties, and has for its object to provide an exceedingly strong and durable tie of this character having means for adjusting the same to the desired width of any track.

A further object of the invention is to provide a device of this character having a flexible seat supporting the rail.

With these and other objects in view, the invention consists in the novel construction and arrangement of parts, hereinafter described and shown and particularly pointed out in the appended claims.

In the drawings forming part of this specification and in which like numerals of reference designate corresponding parts, Figure 1 is a plan view of a metallic railway tie constructed in accordance with this invention. Fig. 2 is a side elevation one of the rails being removed. Fig. 3 is a perspective view of one of the adjustable jaws. Fig. 4 is a transverse sectional view through one of the jaws taken on line 4—4 of Fig. 2. Fig. 5 is a transverse sectional view through the turnbuckle.

Referring to the drawings, 1 and 2 designate the two ends of a railroad tie connected together by a turnbuckle 3. The ends 1 and 2 have interiorly threaded sockets which are engaged by the threaded ends of the turnbuckle, the threads being right and left. Each end of the tie is provided with integral jaws 4 which cooperate with slidable jaws 5. The inner ends of each section of the tie, are provided with enlargements or flanges 6 which are engaged by shoulders 7 formed in the slidable jaws. The slidable jaws are held in their adjustable position by means of a wedge-shaped lock-

ing pin 8, which passes through an aperture in the tie and engages a transverse slot formed in the rear of the slidable jaw.

Between each pair of jaws is provided a flexible block 9 composed of hard wood or other slightly yieldable material. This block is placed directly under the rail and is designed to lessen the jar in the passing trains.

The turnbuckle 3, comprises the enlargement 3^b, from which the screw-threaded shanks 3^a project; one of the screw-threaded shanks is provided with flattened surfaces 3^c, which are engaged by the U-shaped locking plate 10, which is pivoted to one end of one of the portions of the tie, so as to lock the turnbuckle, after it has been adjusted with relation to the ends of the railroad tie, as clearly shown in Fig. 5.

What is claimed is:

1. A metallic railroad tie composed of two sections and having jaws for engaging rails, a turnbuckle connecting said sections, said turnbuckle having flattened sides near one end and a U-shaped plate pivoted to one section of the tie and adapted to engage the flattened sides of said turnbuckle for holding the same at the desired adjustment.

2. A metallic railroad tie, composed of two sections; each having a movable and fixed jaw; each section having lateral flanges; each movable jaw being provided with recesses forming shoulders to cooperate with said flanges; said movable jaws having recesses at their rearward ends; each section having an aperture, a locking pin to cooperate with said aperture and the recesses of the movable jaw and a turnbuckle for adjusting each section with relation to the other.

3. A metallic railroad tie composed of two sections; each having a movable and fixed jaw; a flexible seat between the movable and fixed jaws; each section having lateral flanges; each movable jaw being provided with recesses forming shoulders to cooperate with said flanges; said movable jaws having recesses at their rearward ends; each section having an aperture; a locking pin to cooperate with said aperture and the recesses of the movable jaw and a turnbuckle for adjusting each section with relation to one another.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CHARLES MELCHOR BEEHLER.

Witnesses:

T. W. ROBERTS,
L. W. ROCKWELL.