

R. M. SKILES & J. F. LAWLER.
METALLIC TIE.

APPLICATION FILED JAN. 20, 1908.

908,345.

Patented Dec. 29, 1908.

FIG. 1.

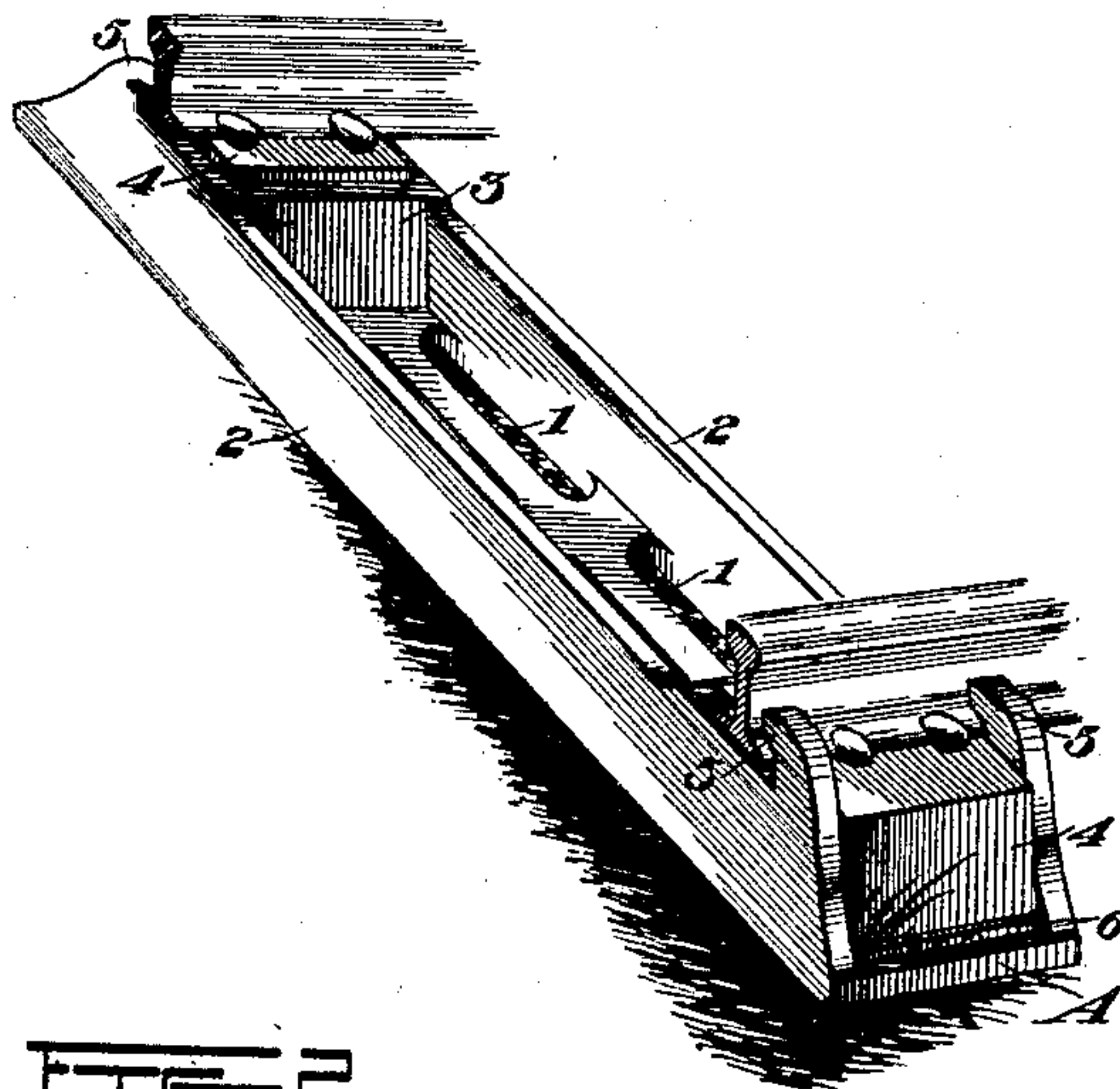


FIG. 2.

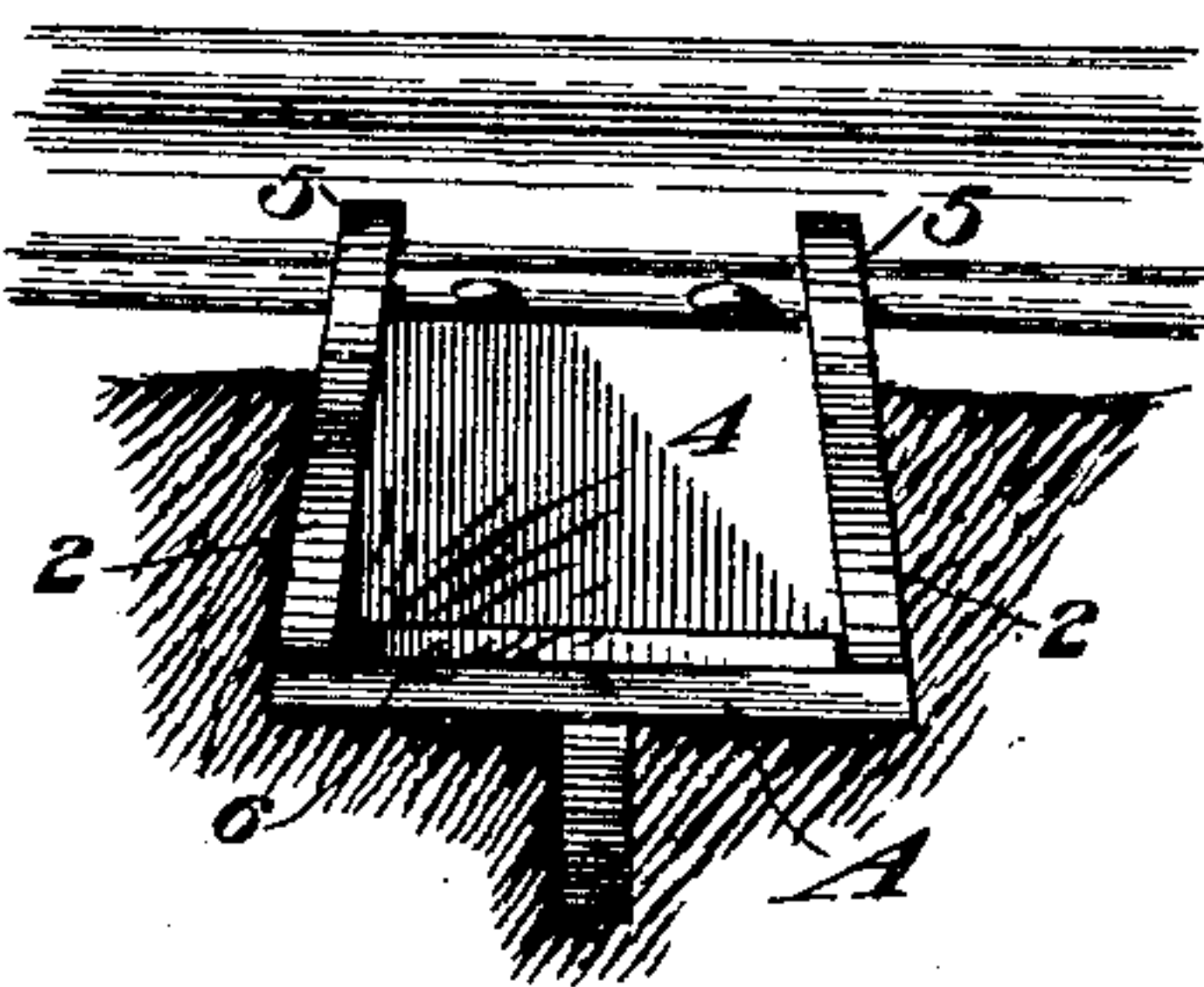
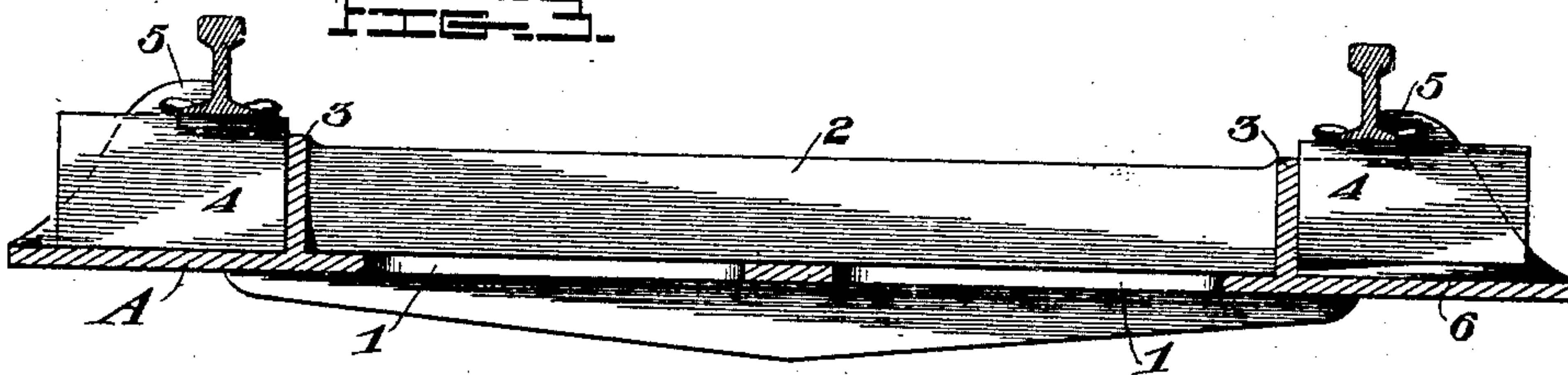


FIG. 3.



Witnesses

Lloyd W. Patch

M. H. Freeman

Inventors

Robert M. Skiles
and John F. Lawler

By Louis Bagge
Their Attorneys

UNITED STATES PATENT OFFICE.

ROBERT M. SKILES AND JOHN F. LAWLER, OF CRESTON, IOWA; SAID SKILES ASSIGNOR TO SAID LAWLER.

METALLIC TIE.

No. 908,345.

Specification of Letters Patent.

Patented Dec. 29, 1908.

Application filed January 20, 1908. Serial No. 411,752.

To all whom it may concern:

Be it known that we, ROBERT M. SKILES and JOHN F. LAWLER, citizens of the United States, residing at Creston, in the county of Union and State of Iowa, have invented certain new and useful Improvements in Metallic Ties, of which the following is a specification.

Our invention relates to an improvement in metallic ties, and the object is to provide a tie for holding the cushioning means in place which supports the rail and which means extends up above the sides of the tie, thereby giving the rail the spring of the wood instead of the hard or rigid bearing of the tie.

The invention relates to certain other novel features of construction and combinations of parts which will be hereinafter described and pointed out in the claim.

In the accompanying drawings Figure 1 is a perspective view; Fig. 2 is an end view, and Fig. 3 is a sectional view.

A, represents the base of the tie, which has openings 1, 1 therein for drainage, and 2, 2 are the sides, which are inclined so that the opening between the sides is smaller at the top than at the bottom. Between the sides are end pieces 3, 3 which limit the inward movement of the wedge-shaped cushioning blocks 4, 4. These blocks are adapted to extend two or three inches above the sides of the tie and to receive the rail thereon. Hooks or shoulders 5, 5 are formed on the sides 2, 2 of the tie, which fit snugly over the rail flange. The rail is spiked to the blocks on both sides, which with the hooks prevents the spreading of the rail. These blocks can receive the ends of two rails, which can be connected by means of fish plates in the usual manner and the rails

spiked to the cushioning means or blocks. When the blocks become worn a wedge 6, can be inserted beneath the block whereby it will be forced upward causing the rail flange to be held tightly beneath the hooks or shoulders 5, 5 on the sides of the rail. These blocks can be of any size desired, and if made of sufficient length they can be removed and the unused portion of the block can be inserted in the tie and used. On the bottom of the base and preferably through the middle a flange extends downwardly forming a truss which is received in the road bed preventing any movement of the tie.

It is evident that slight changes might be resorted to in the form and arrangement of the several parts described without departing from the spirit and scope of our invention, and hence we do not wish to limit ourselves to the exact construction herein set forth, but:—

Having fully described our invention, what we claim as new and desire to secure by Letters Patent is:—

A metal tie comprising a base, converging up-standing sides, transverse up-standing end pieces, the sides having inwardly projecting hooks, the inner recesses of which are a greater distance from the end pieces than the width of the rail base, and blocks fitted to the end recesses of the ties and adapted to be held therein by the spikes driven at the inside edges of the rails.

In testimony whereof we affix our signatures in presence of two witnesses.

ROBERT M. SKILES.
JOHN F. LAWLER.

Witnesses:

P. C. WINTER,
L. J. CAMP.