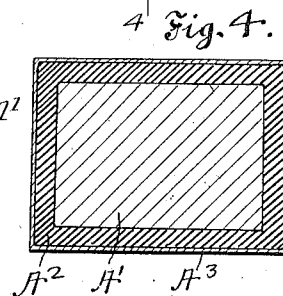
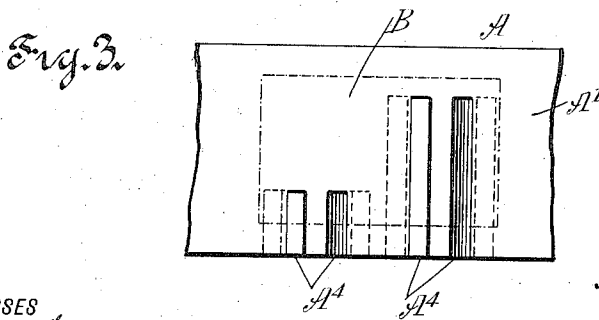
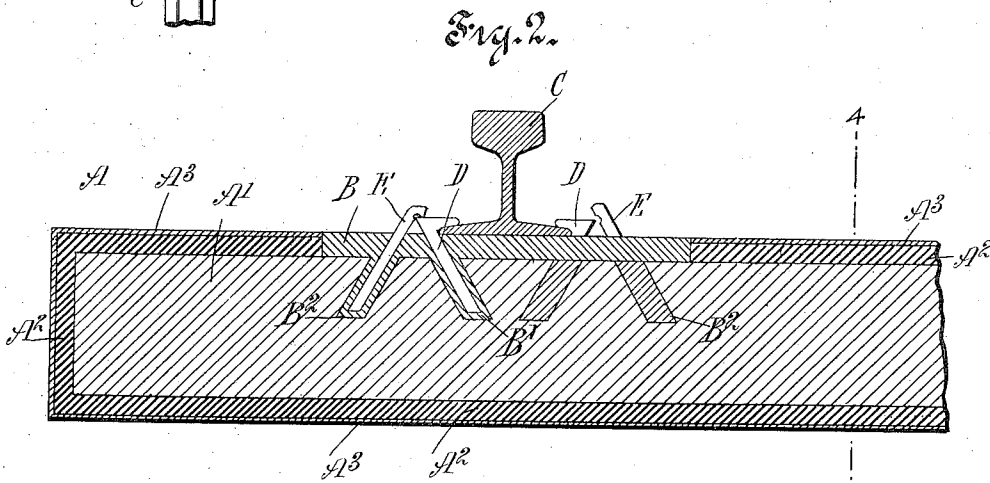
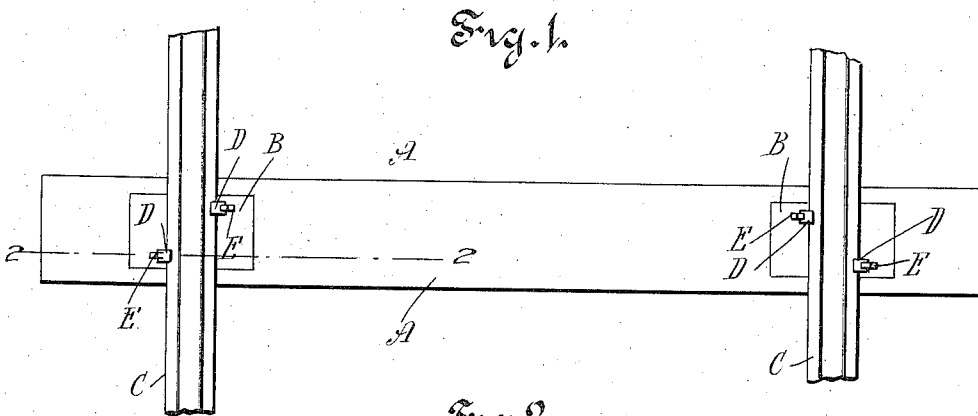


S. B. KULL.
RAILROAD TIE.
APPLICATION FILED NOV. 1, 1911.

1,036,860.

Patented Aug. 27, 1912.



WITNESSES

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UNITED STATES PATENT OFFICE.

SAMUEL B. KULL, OF NEW YORK, N. Y.

RAILROAD-TIE.

1,036,860.

Specification of Letters Patent.

Patented Aug. 27, 1912.

Original application filed April 13, 1911, Serial No. 620,720. Divided and this application filed November 1, 1911. Serial No. 657,971.

To all whom it may concern:

Be it known that I, SAMUEL B. KULL, a citizen of the United States, and a resident of the city of New York, borough of Manhattan, in the county and State of New York, have invented a new and Improved Railroad-Tie, of which the following is a full, clear, and exact description, this being a division of the application for Letters Patent for a rail-fastening, Serial No. 620,720, filed by me on April 13, 1911.

The object of the invention is to provide a new and improved railroad tie, adapted to insure long life of the tie, at the same time permitting convenient handling, laying or re-laying of the tie on the road bed.

For the purpose mentioned, use is made of a body of wood covered by a coating of a waterproofing material, such as asphalt, and a covering of sheet metal for the said coating.

A practical embodiment of the invention is represented in the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a plan view of the railroad tie with the rail plates and rails in position; Fig. 2 is an enlarged sectional elevation of the same on the line 2—2 of Fig. 1; Fig. 3 is a plan view of part of the tie and Fig. 4 is a cross section of the railroad tie on the line 4—4 of Fig. 2.

The railroad tie A is formed of a body A' of wood and covered with a coating A² of asphalt or a similar waterproofing material, and the coating A² is covered by sheet metal A³ to protect the coating A² from being knocked off the body A' especially when handling, laying or re-laying the tie on the road bed. By the use of the coating A² the wooden tie body A' is protected against deterioration by atmospheric or other external influences and hence long life of the tie is insured.

The coating and sheet metal are partly removed on top of the tie A for the reception of plates or chairs B, on which rest

the rail C, and each of the said plates B is provided with two pairs of depending converging pockets or guideways B', B², of which the pockets B' are for the reception of rail spikes D for fastening the rail C in place, and the pockets B² are for the reception of the locking spikes E employed for holding the rail spikes D against outward movement in their pockets B'. The body A' of the tie A is provided with transverse recesses A⁴ for the reception of the pockets B', B², as plainly indicated in Figs. 2 and 3, but the entrances to the said recesses A⁴ are closed after the plates are in position by the asphalt coating A² and the sheet metal covering A³.

By reference to Fig. 2, it will be noticed that the covering A³ is flush on the top with the upper faces of the rail plates B so that the rail tie presents no projections which would prevent convenient handling thereof.

It is understood that in practice the plates B are placed first in position on the body A' and then the coating A² is applied to the body, after which the covering A³ is placed in position on the coating A².

In making the tie, the body A' with the coating A² thereon is placed in a sheet metal box open at the top, and then the sheet metal cover with the cut-out portions for the plates or chairs B is placed on the box and soldered or otherwise fastened thereto, it being understood that the said sheet metal box and its cover form the covering of sheet metal A³.

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

1. As an article of manufacture, a railroad tie, comprising a body of wood, a coating of waterproofing material for the said body, and a covering of sheet metal for the said coating, the covering having integral sides, ends, top and bottom.

2. As an article of manufacture, a railroad tie, comprising a body of wood, a coat-

ing of waterproofing material for the said
body, and a covering of sheet metal for the
said coating, the covering having integral
sides, top and bottom, and the said covering
5 and waterproofing material having cut-out
registering portions on top for the recep-
tion of rail plates.

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

SAMUEL B. KULL.

Witnesses:

THEO. G. HOSTER,

JOHN P. DAVIS.