

J. STACK.

METALLIC SLEEPER FOR MECHANICAL TOY TRAIN TRACKS.  
APPLICATION FILED JAN. 10, 1917.

1,237,720.

Patented Aug. 21, 1917.

Fig. 1.

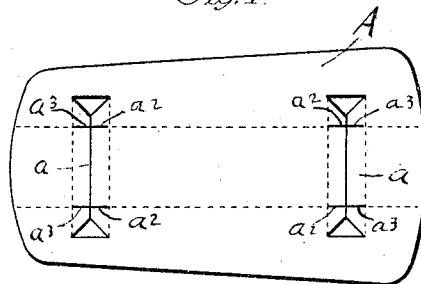


Fig. 2.

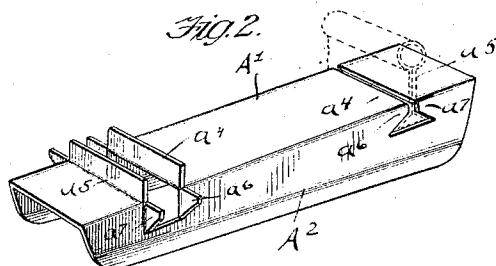


Fig. 3.

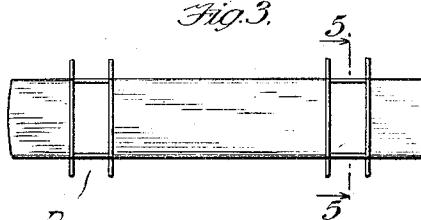


Fig. 4.

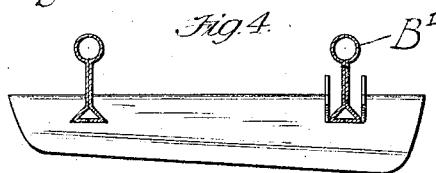
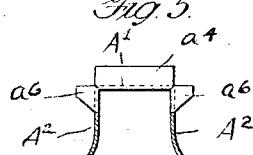


Fig. 5.



Witnesses  
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# UNITED STATES PATENT OFFICE.

JOHN STACK, OF CHICAGO, ILLINOIS.

## METALLIC SLEEPER FOR MECHANICAL TOY TRAIN-TRACKS.

1,237,720.

Specification of Letters Patent. Patented Aug. 21, 1917.

Application filed January 10, 1917. Serial No. 141,714.

To all whom it may concern:

Be it known that I, JOHN STACK, a citizen of the United States, residing at 3628 N. Christiana Ave., Chicago, in the county of Cook and State of Illinois, have invented a new and useful Metallic Sleeper for Mechanical Toy Train-Tracks, of which the following is a specification.

My invention relates to improvements in a metallic sleeper in which the rails are held more rigid and permanent; and the objects of my improvements are first, to provide for the rails being held centrally and uniformly apart. Second, to afford integral lugs to clamp the rails taut and which are indestructible.

I attain these objects by the principles illustrated in the accompanying drawing in which:

20 Figure 1, shows the sleeper blank before being formed, and locations of the lugs.

Fig. 2, is the perspective view of a complete sleeper, showing the lugs open at one end and closed in position at the other end.

25 Fig. 3, is the top view of a sleeper with lugs opened ready for the insertion of the rails.

Fig. 4, is the side view of a sleeper with the rails inserted and locked by lugs at one end and with the lugs left open at the other end.

Fig. 5, is the end view of a sleeper with its lugs open.

Fig. 2, A<sup>4</sup>, designates the inner lugs and A<sup>5</sup>, the outer lugs, formed upward and then pressed downward, holding the rails centrally and uniformly apart.

The sleeper is composed of an outer metallic shell bent to an inverted U shape in cross section.

At points where the rails cross the shell a transverse slit is cut across the top of the shell from edge to edge. Cuts are then made at the upper edges equidistant longitudinally 45 of the shell from the slit thus forming two lugs and enabling said lugs to be bent up-

ward at right angles to the surface of said shell, Fig. 2 A<sup>4</sup>.

The transverse slit extends below the surface on the side walls of said shell and from this slit and connecting with said slit is a triangular portion cut out of the side wall of the shell about the size of the rail flange, thus forming two more lugs, Fig. 2, A<sup>6</sup>, A<sup>7</sup> and adapted to be bent outwardly at right angles to the side wall of said shell, and providing a recess for the rails to the depth beyond the rail flange. Similar lugs are formed on the opposite side.

After the rails are set in place the upwardly bent lugs are turned back abutting the web of the rails from both sides; and the outwardly bent lugs of the side wall are turned back, their lower edges extending over the rail flange and their front edges abutting the web of the rails, thereby producing a substantial track, in which the rails are held centrally and uniformly apart.

I am aware that metallic sleepers have been made prior to my invention. I therefore do not claim such a sleeper so broadly, but

I claim:

In a sleeper of the character described a body portion bent to form an inverted U shaped shell, a plurality of slits formed near the ends of the shell, lugs formed by the slits and adapted to be bent upwardly at right angles to the surface of the shell, and lugs formed and adapted to be bent outwardly at right angles to the side walls of said shell, providing recesses for the rails, the said lugs at right angles to the surface of said shell being adapted to be bent back with their front edges abutting the web of the rail, and coöperate with the first-mentioned lugs to hold the rails in position.

JOHN STACK.

Witnesses:

CLARENCE G. HERBERT,  
EDWARD STACK.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."