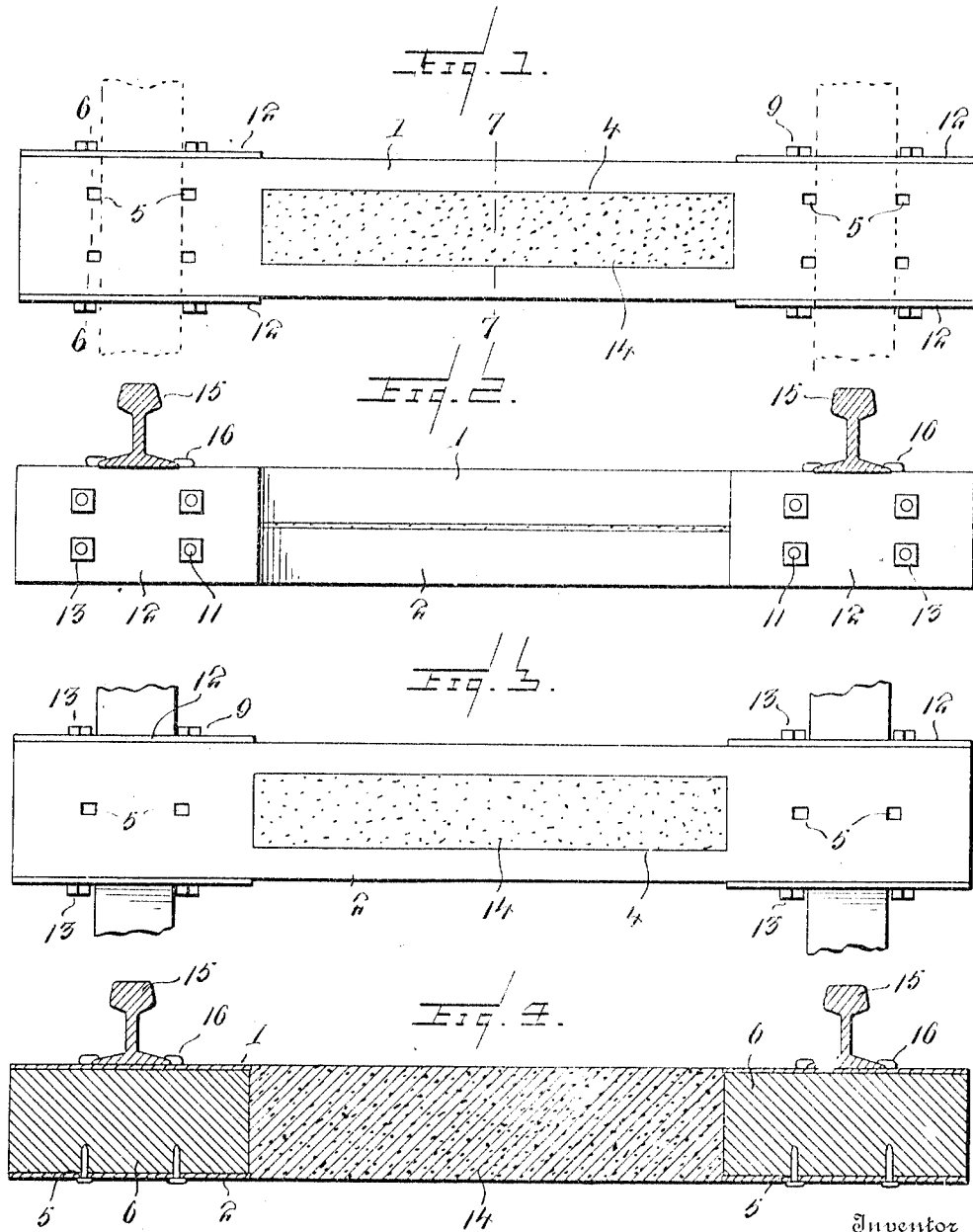


T. D. DRISCOLL.
RAILWAY TIE.
APPLICATION FILED MAR. 22, 1911.

1,001,516.

Patented Aug. 22, 1911.

3 SHEETS—SHEET 1.



Inventor

Thomas D. Driscoll

By Victor J. Evans
Attorney

Witnesses

E. R. Ruppert

Wm. H. Hertz

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2 SHEETS-SHEET 2.

Fig. 5.

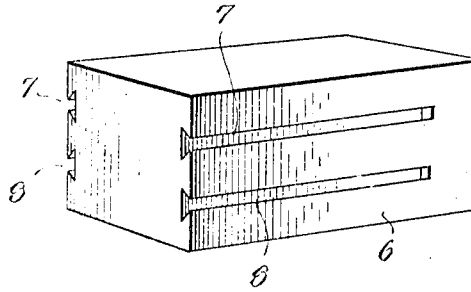


Fig. 6.

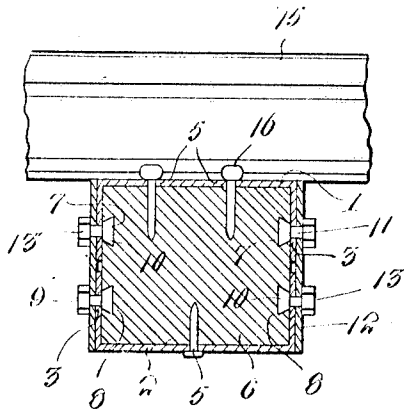


Fig. 7.

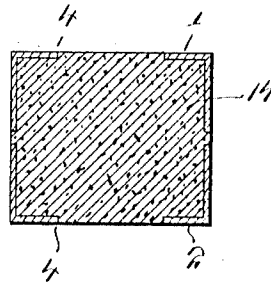
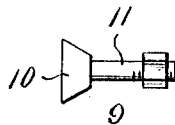


Fig. 8.



Witnesses
E. R. Ruffert
Wm. J. Smith

Inventor
Thomas D. Driscoll
By Victor J. Evans
Attorney

UNITED STATES PATENT OFFICE.

THOMAS D. DRISCOLL, OF ST. LOUIS, MISSOURI.

RAILWAY-TIE

1,001,516.

Specification of Letters Patent. Patented Aug. 22, 1911.

Application filed March 22, 1911. Serial No. 616,124.

To all whom it may concern:

Be it known that I, THOMAS D. DRISCOLL, a citizen of the United States, residing at St. Louis, State of Missouri, have invented new and useful Improvements in Railway-Ties, of which the following is a specification.

This invention relates to improvements in railway ties, and the object of the invention is to provide a simple and effective tie comprising a metallic casing having its central portion adapted for the reception of plastic material, such as cement, and its ends adjacent the said plastic material adapted for the reception of cushion blocks, whereby a strong and effective tie is provided and a certain amount of resiliency afforded by the cushion members upon which the rails are secured.

With the above, and other objects in view, which will be more apparent as the nature of the description progresses, the invention resides in the novel construction of ties hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a top plan view of a tie constructed in accordance with the present invention. Fig. 2 is a side elevation of the same. Fig. 3 is a detail plan view of the same. Fig. 4 is a central longitudinal sectional view of the same. Fig. 5 is a detail perspective view of one of the blocks. Fig. 6 is a sectional view upon the line 6—6 of Fig. 1. Fig. 7 is a similar view upon the line 7—7 of Fig. 1. Fig. 8 is a side elevation of one of the plate securing and cushion sustaining members.

The improved tie, as designated in the drawings, contemplates the employment of a pair of substantially rectangular shells constructed of metal and designated by the numerals 1 and 2. These shells have their side walls, adjacent their ends, formed with a plurality of openings 3, and each of the said plates has its central body portion formed with an elongated opening 4. The top or face of each of the shells, adjacent their cut away portions, are provided with a plurality of spike openings 5, the spike openings on the upper portion of the shell being four in number, and each pair being spaced away from each other for the reception of resecuring elements, while the lower shell 2 is preferably provided with only a single pair of spaced openings.

The numeral 6 designates the cushion

blocks for the ends of the tie. These cushion blocks are preferably constructed of wood and have their opposite sides or faces formed with dove tailed recesses 7 and 8.

The numerals 9 designate the shell and cushion securing members. Each of these members is formed with a beveled head 10 and a threaded extension 11. The threaded extension is adapted to extend through the opening 3 and the sides of the shells 1 and 2 and the said projecting portion are adapted to engage the registering openings provided in the side connecting plates 12. The projecting ends of the members 9 are secured to the side plates through the medium of removable nuts 13. The headed portions of the members 9 are adapted to be snugly within the dove tailed recesses 7 and 8 of the cushion 6.

In assembling the parts of the tie, the members 9 are first inserted within the openings 3 of the lower shell 2. The headed portions of the members 9 engage with the lower dove tailed recesses 8 of the cushion blocks 6. Spikes are then inserted through the openings upon the lower face of the shell 2 to engage with the cushions. The securing members 9 are next placed within the openings 3 of the upper shell 1 and the said shell slid upon the lower shell causing the headed portions of the members 9 to engage within the dove tailed recesses 7 of the block 6. The plates are then applied to the projecting portions of the members 9 and secured thereto through the medium of the nuts, as heretofore stated. The tie is placed in proper position upon the road bed and the upper portion thereof is adapted to receive a body of plastic material such as concrete 14. The rails 15 are positioned upon the tie, and spikes 16 are inserted within the openings 5 of the upper shell 1 to securely retain the rails in position upon the tie.

From the above description, taken in connection with the accompanying drawings, the advantages of the construction above described, as well as its cheapness, simplicity and endurance will, it is thought, be apparent to those skilled in the art to which such inventions appertain, it being readily noted that the cushion blocks may be removed and supplanted with additional blocks when the original cushions become worn or damaged, that the concrete body adds materially to the life of the tie and it

is to be further understood that while I have illustrated and described the preferred embodiment of the improvement as it now appears to me, minor changes of construction within the scope of the appended claims may be made, if desired.

Having thus fully described the said invention, what I claim is:—

10 A tie for railway rails comprising a pair of rectangular shells, each of said shells being of a substantially U-shaped form, the faces or connecting members of the U-shaped shells being each centrally formed with rectangular openings, the side walls of each of
15 the shells being formed with a plurality of perforations, the faces of the shells being each provided with spike receiving openings, the central open portion of the shell adapt-

ed for the reception of a plastic body, cushion blocks for the ends of the shells, beveled headed securing members adapted to project through the perforations in the sides of the shells, each of the cushion blocks having their sides formed with dove tailed recesses adapted to engage with the heads of the securing elements, plates having spaced perforations adapted to engage the projecting portions of the securing elements, and nuts for the said securing members and plates.

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

THOMAS D. DRISCOLL.

Witnesses:

C. W. BOWLDS,

Mrs. C. W. BOWLDS.