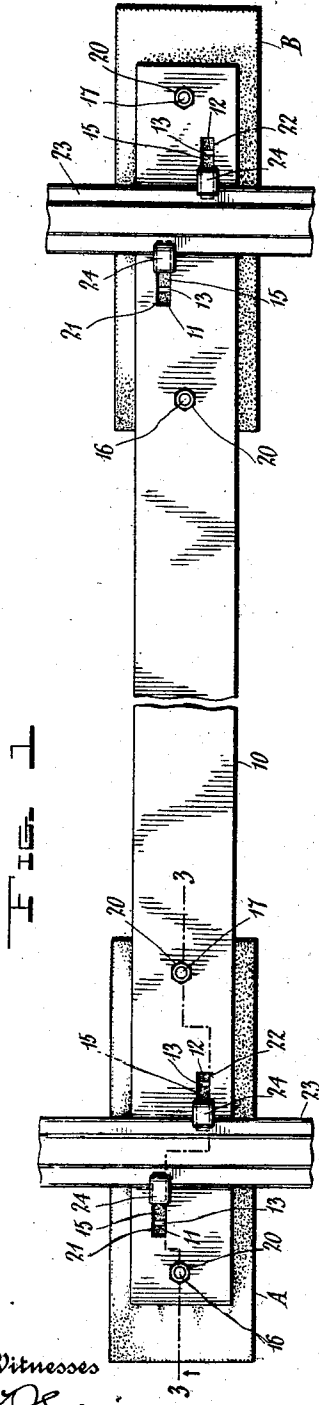


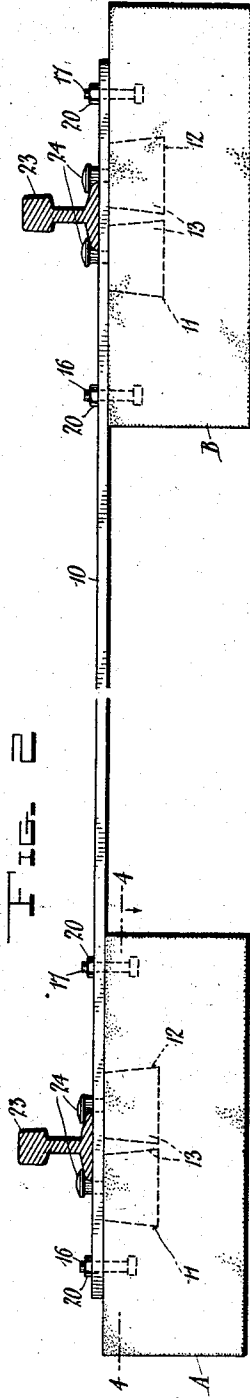
M. MOREL.
RAILWAY TIE.
APPLICATION FILED FEB. 11, 1911

992,681.

Patented May 16, 1911.



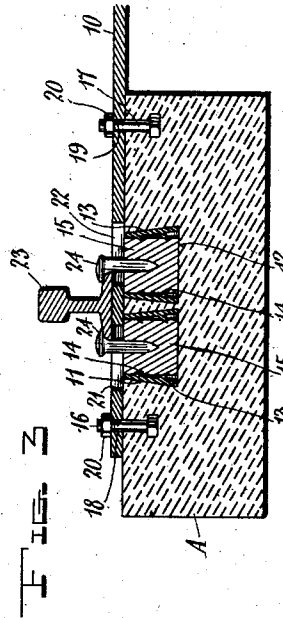
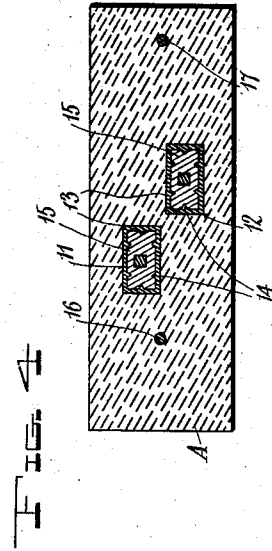
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UNITED STATES PATENT OFFICE.

MARSHALL MOREL, OF SHERIDAN, ILLINOIS.

RAILWAY-TIE.

992,681.

Specification of Letters Patent.

Patented May 16, 1911.

Application filed February 11, 1911. Serial No. 607,960.

To all whom it may concern:

Be it known that I, MARSHALL MOREL, a citizen of the United States, residing at Sheridan, in the county of Lasalle, State of Illinois, have invented certain new and useful Improvements in Railway-Ties; 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.

This invention relates to railway ties.

The object of the invention resides in the provision of a railway tie which is practically indestructible, simple, and which may be manufactured at a comparatively small cost.

A further object of the invention resides in the provision of a railway tie of the character named which will permit of the rails supported thereby to be adjusted toward and away from each other.

With these objects in view, the invention consists in the details of construction and arrangement and combination of parts to be hereinafter more fully described and particularly pointed out in the appended claim.

In describing the invention in detail, reference will be had to the accompanying drawings wherein like characters of reference denote corresponding parts in the several views; and in which,

Figure 1 is a plan view of a railway tie constructed in accordance with the invention, fragments of a pair of rails supported and secured to the tie also being shown; Fig. 2, a side elevation of what is shown in Fig. 1; Fig. 3, a section on the line 3—3 of Fig. 1; and Fig. 4, a section on the line 4—4 of Fig. 2.

Referring to the drawings, the tie is shown as comprising a pair of corresponding concrete blocks A and B which constitute the terminals of the tie and are adapted to be connected together by means of a metal bar 10 in a manner that will presently appear. Each of the concrete blocks A and B has formed in the upper face thereof a recess 11 or 12, said blocks being disposed at equal distances on opposite sides of the longitudinal axes of said blocks respectively. These recesses are of substantially rectangular cross section with their walls diverging from the upper faces of the respective blocks toward the lower faces. Embedded in the recesses 11 and 12 of each of the blocks A

and B is a tubular shank member 13 which is frusto-pyramidal in shape corresponding to the shape of the respective recesses 11 and 12 so that when said tubular metallic members 13 are mounted respectively in the recesses 11 and 12, the divergence of the walls of said members and of said recesses will produce a locking means whereby the removal of the members 13 from the respective recesses is prevented. Each of the tubular members 13 has formed on the inner faces of its side portions downwardly inclined spurs 14 which serve as a securing means for the wooden blocks 15 which are driven into each of the tubular members 13. These blocks are of a size to require considerable force to drive same into the tubular members 13 and when driven home into said tubular members are engaged by the spurs 14 and held against removal. Each of the blocks A and B has embedded therein bolts 16 and 17, the threaded ends of which protrude beyond the upper faces of said blocks and are adapted to pass through apertures 18 and 19 respectively in each end of the bar 10. After these bolts 16 and 17 are positioned in the apertures 18 and 19 respectively, a nut 20 is screwed on the threaded end of each bolt whereby the blocks A and B and the bar 10 are positively secured together. The bar 10 is provided at each end with longitudinal slots 21 and 22 which register respectively with the mouths of the recesses 11 and 12 in each block. These slots 21 and 22 are positioned on the opposite sides of the transverse axes of the blocks A and B respectively, and positioned upon opposite sides respectively of the bar 10 with their longitudinal axes disposed between the slots 21 and 22 are rails 23. The rails 23 are then positively secured to the respective blocks A and B by means of spikes 24 which are passed through the slots 21 and 22 and driven into the wooden blocks 15, the heads of the spikes engaging the bases of said rails. As the slots 21 and 22 are elongated, it will be apparent that the rails 23 can be adjusted toward and away from each other to an extent permissible by the width of the wooden blocks 15.

What is claimed is:—

A railway tie comprising a pair of similar cementitious blocks arranged in spaced relation, a pair of tapering tubular metallic members embedded in the upper face of each of said blocks in staggered relation and

with their major ends disposed inwardly,
downwardly inclined spurs mounted on the
interior faces of the sides of said members,
wooden blocks mounted in said tubular
5 members respectively and engaged by said
spurs, bolts embedded in each of said cemen-
titious blocks and having their threaded
ends protruding above the upper faces of
10 respective blocks, a metallic bar having its
terminals disposed upon the upper faces of
said blocks respectively and provided with
openings through which respective bolts ex-
tend, nuts on said bolts securing the bar and
blocks together, said bar being further pro-

vided at each end with a pair of slots ex- 15
posing the upper ends of the wooden blocks
respectively, rails seated upon each end of
said bar between said slots, and spikes pass-
ing through said slots into the wooden
blocks and engaging the respective rail 20
bases.

In testimony whereof, I affix my signa-
ture, in presence of two witnesses.

MARSHALL MOREL.

Witnesses:

ARTHUR QUAM,
ROBT. KNAPP.

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