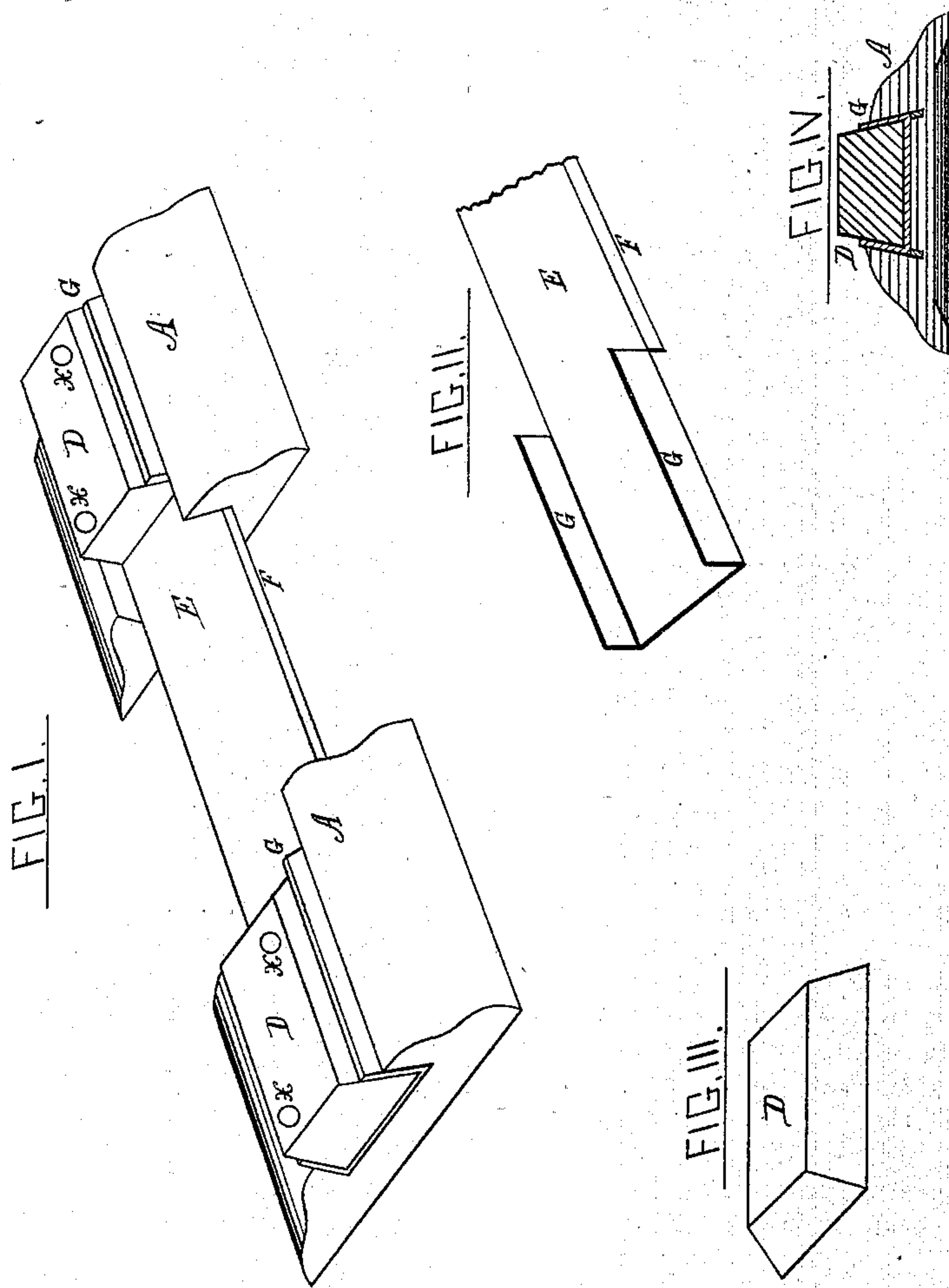


W. PECK & H. C. RICHMAN.

Railroad Ties.

No. 139,518.

Patented June 3, 1873.



WITNESSES

J. H. Elliott,
Horatio L. Wain

INVENTORS

Watson Peck,
Henry C. Richman,
By G. A. Chapin, atty.

UNITED STATES PATENT OFFICE.

WATSON PECK AND HENRY C. RICHMAN, OF LOMBARD, ILLINOIS.

IMPROVEMENT IN RAILROAD TIES.

Specification forming part of Letters Patent No. **139,518**, dated June 3, 1873; application filed April 12, 1873.

To all whom it may concern:

Be it known that we, WATSON PECK and HENRY C. RICHMAN, of Lombard, and county of Du Page, and State of Illinois, have invented a new and useful Improvement in Compound Railroad Ties, of which the following is a specification:

The object of the present invention is to provide more durable ties to be used in the construction of railroads, and which can be repaired without disturbing the bed of the road; and its nature consists in employing for each tie two metal chairs which are recessed out on their under sides to prevent a lateral movement, and are provided on their top sides with grooves to receive a metal connecting-plate of novel construction, which is provided with upward-projecting flanges, fitting into the grooves in the chairs, and receiving short block-ties to support the rails, and provided with downward-projecting ribs to support the middle of the plate, as the whole is hereinafter described and shown.

In the drawing, Figure 1 is a perspective representation of our improvement in railroad ties; Fig. 2, a broken perspective view of the connecting-plates; Fig. 3, a perspective view of one of the blocks for supporting the rails; Fig. 4 is a section through one of the chairs, showing the recess and how the parts are connected.

A A represent the metal chairs of one tie which are recessed out on their under sides as shown, so as to form such seats as will prevent the chairs from moving laterally when they are thoroughly bedded in the road-

way, and which are provided with grooves or dovetailed channels on their upper sides to receive the flanged ends G of the connecting-plate E, said flanges conforming in inclination to the inclined sides of the grooves in the tops of the chairs, being of such size as to fit therein, as shown in Figs. 1 and 4. The central portion of the connecting-plate E is provided with downward-projecting ribs F on both sides, to give it suitable strength, that it may be light and strong. If the said plate be thicker the ribs may be dispensed with, but when ribs are used they should extend into the chairs A, grooves being made for that purpose. D represents short blocks, which are of suitable size to support the ordinary rails of a road, and to receive the spikes which keeps the rails in place, and which are driven in between the flanges G and held there by bolts X X. The connecting-plate E should be made of malleable or wrought-iron, but the chairs can be of cast-iron. In practice the blocks D can be of wood, and about six inches thick, eight inches wide, and eighteen inches long.

We claim and desire to secure by Letters Patent—

The combination of the chairs A, constructed with or without recesses, with the connecting-plate E and blocks D, substantially and for the purpose described.

WATSON PECK.

HENRY C. RICHMAN.

Witnesses:

F. E. REBER.

A. E. HILLS.