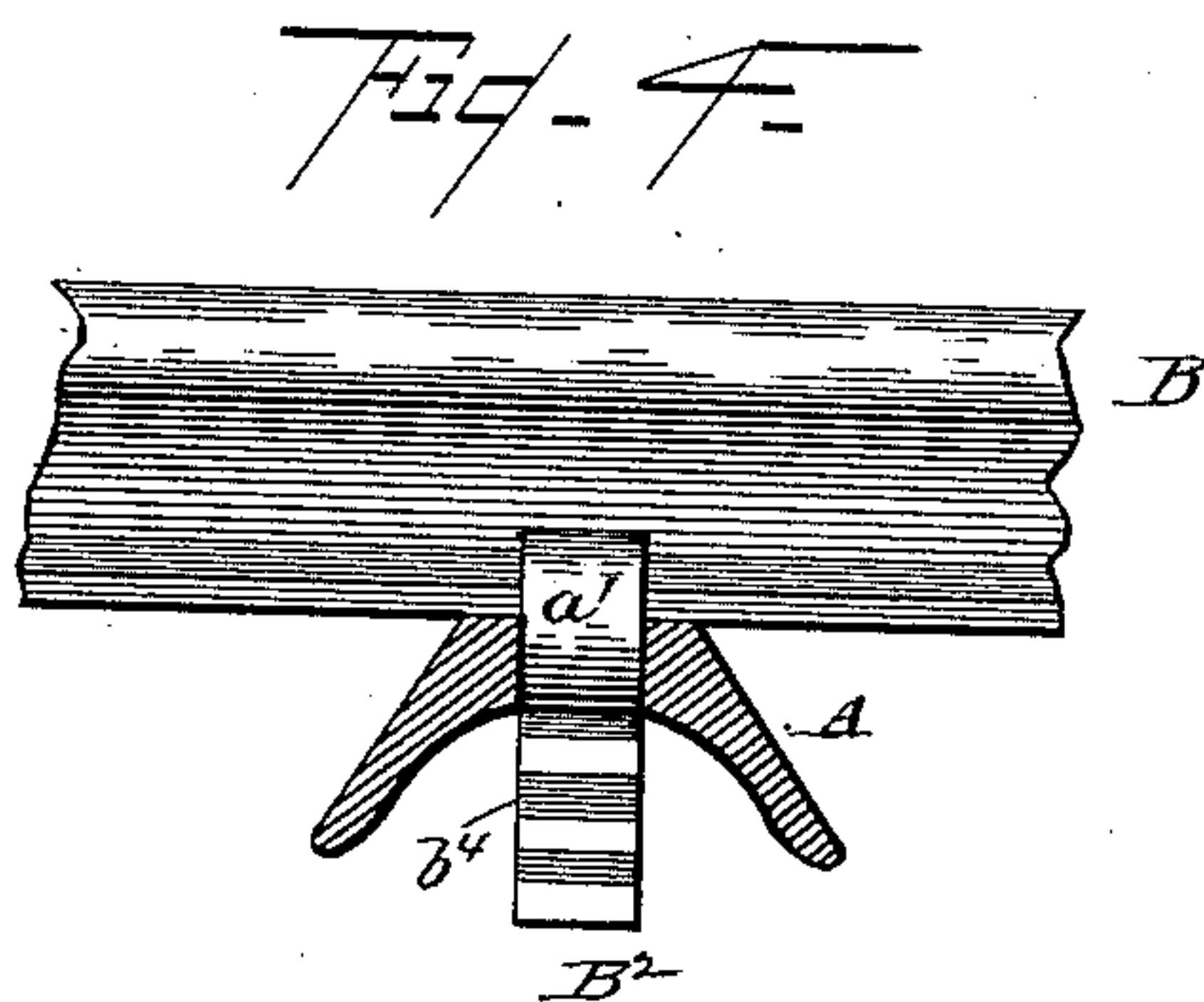
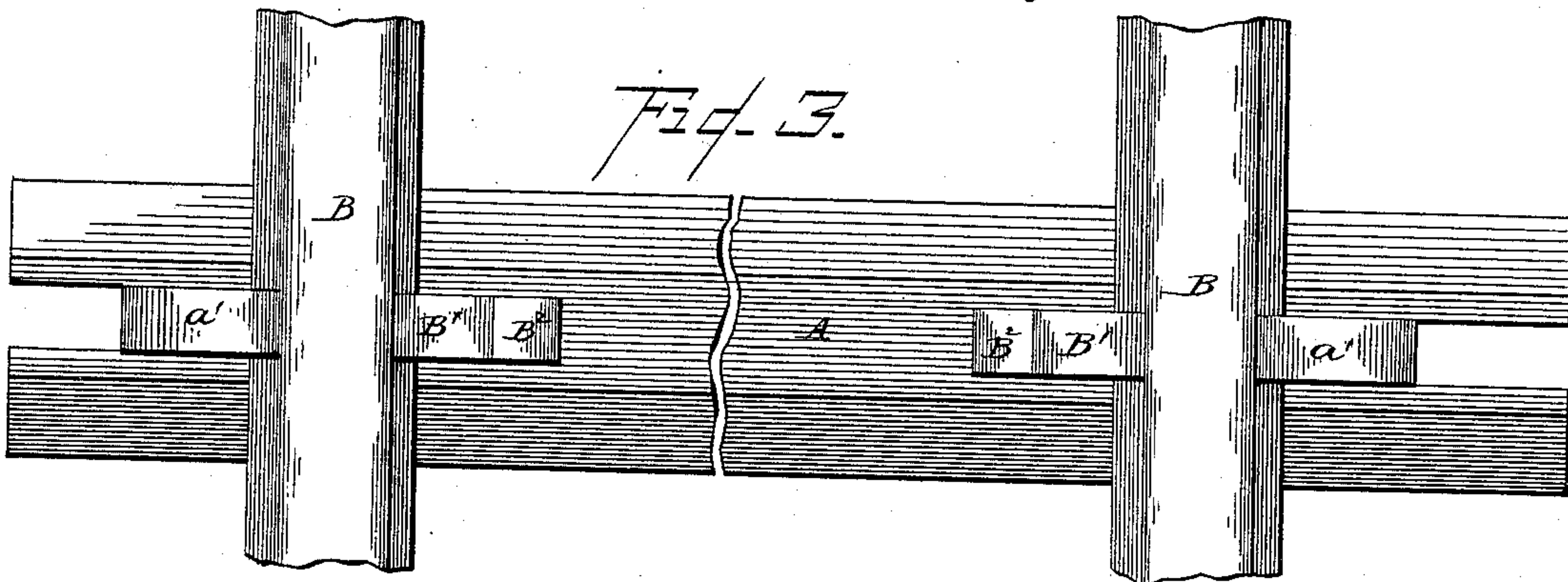
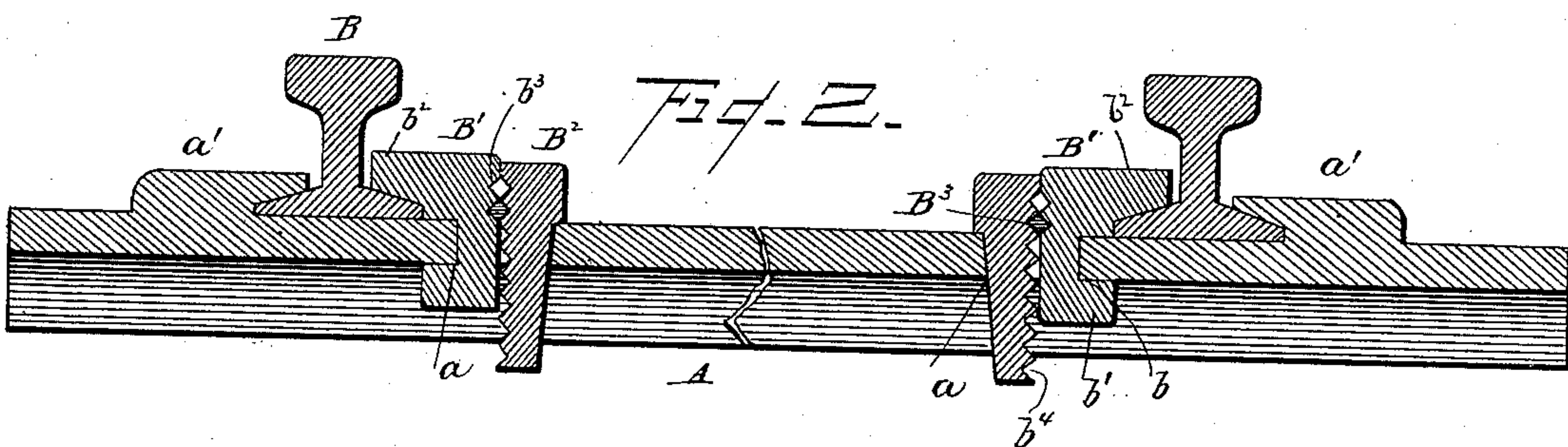
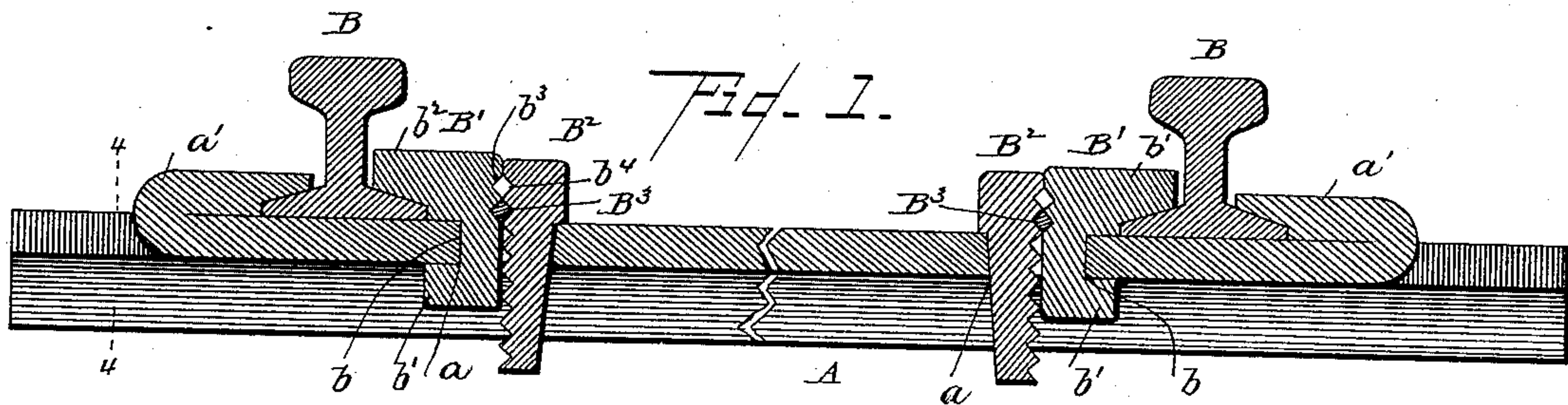


(No Model.)

P. SEMONIN.
RAILROAD CROSS TIE.

No. 387,602.

Patented Aug. 7, 1888.



WITNESSES,
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Attorneys.

UNITED STATES PATENT OFFICE.

PETER SEMONIN, OF EVANSVILLE, INDIANA, ASSIGNOR TO PIERRE SEMONIN, JR., OF SAME PLACE.

RAILROAD CROSS-TIE.

SPECIFICATION forming part of Letters Patent No. 387,602, dated August 7, 1888.

Application filed February 7, 1888. Serial No. 263,249. (No model.)

To all whom it may concern:

Be it known that I, PETER SEMONIN, a citizen of the United States, residing at Evansville, in the county of Vanderburg and State of Indiana, have invented certain new and useful Improvements in Railroad Cross-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.

My invention relates to that class of railroad ties in which the rails are secured to the tie by means of clips.

The object of this invention is to improve upon the manner of securing the rail to the tie; and to that end the nature of the invention consists of constructions and combinations, all as will hereinafter be described and claimed, reference being had to the accompanying drawings, in which—

Figure 1 represents a longitudinal section of one form of tie; Fig. 2, a similar section of a modified form of tie; Fig. 3, a top plan of the device shown in Fig. 1; Fig. 4, a transverse section on line 4 4, Fig. 1.

A represents a tie of any desired form, and preferably made of cast or wrought iron, and B the rails, which are secured to the tie by means of clips and keys.

The tie shown in Figs. 1 and 3 is made of wrought-iron, and is provided with slots *a* for the removable clips and keys and upset clips *a'*, which are formed by slitting the ends of the tie the required distance and then turning or upsetting them upon the upper side of the tie in the manner shown, to form stationary clips for the outside parts of the foot of the rails.

The tie shown in Fig. 2 is made of cast metal, and is also provided with slots *a* and clips *a'*, which are cast upon or secured to the top of the tie in any desired manner.

B' represents the removable clip having the recess *b* and projections *b'* and *b''*, the former projecting below the tie and the latter over the tie and the inner side of the foot of the rail. It is also provided with serrations *b''*, for a purpose hereinafter described.

B² represents a key having serrations *b⁴* on the side next to the serrations *b''* on clip B', and the inner wall of the slot *a* in the tie. B³ represents a secondary key placed transversely between the clip B' and key B² in the serrations *b''* and *b⁴*, which, when the key B³ has been set in place, prevents the key B² from moving longitudinally.

What I claim as new is—

1. A railroad-tie having the fixed clip *a'*, the removable clip B' with serrated face, the key B² with serrated face, and secondary key B³ between clip B' and key B², substantially as described.

2. A railroad-tie having the upset clip *a*, formed as shown, the clip B' with serrated face, the key B² with serrated face, and secondary key B³ between clip B' and key B², substantially as described.

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

PETER SEMONIN.

Witnesses:

GEO. R. BYINGTON,
M. F. HALLECK.