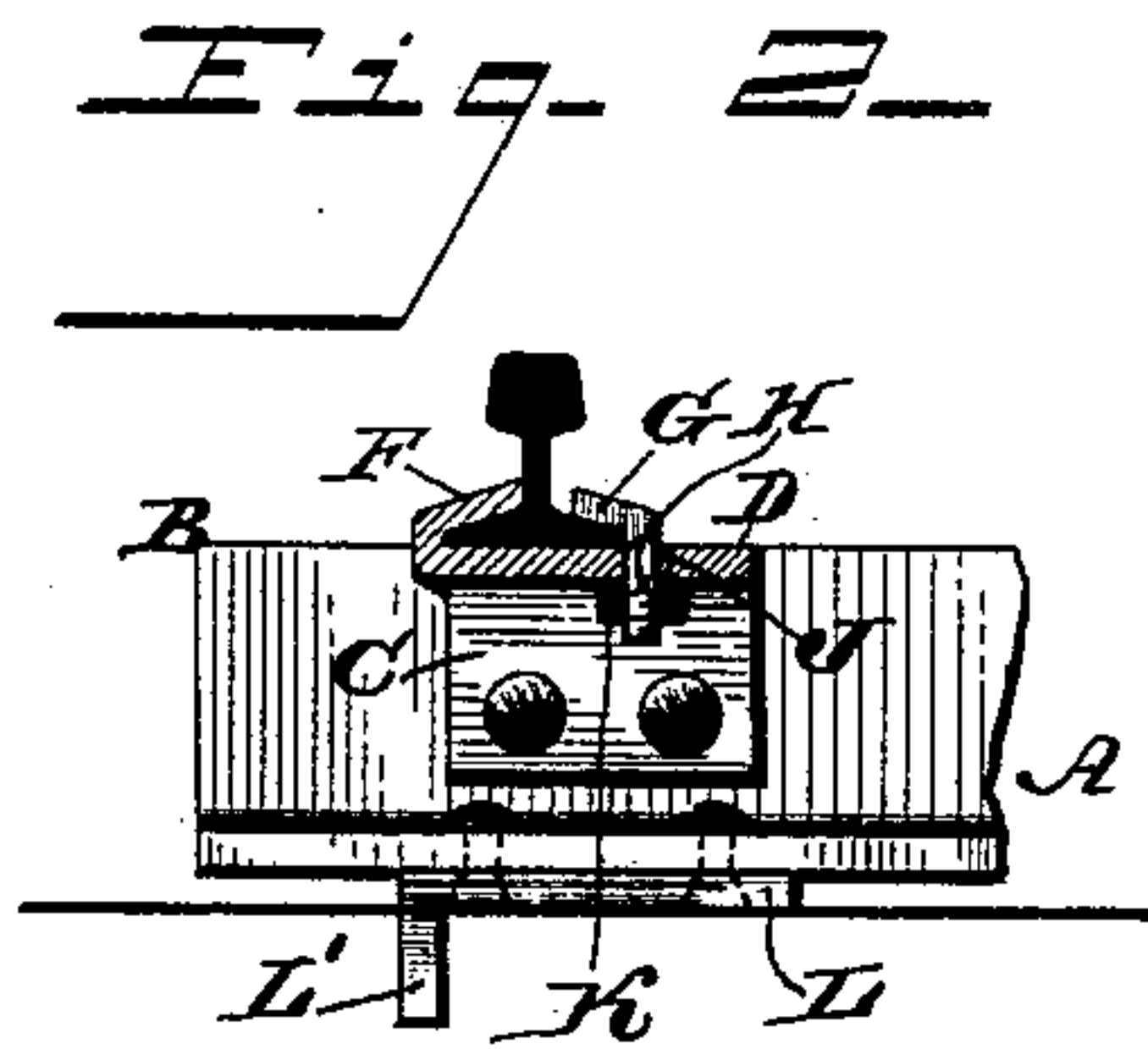
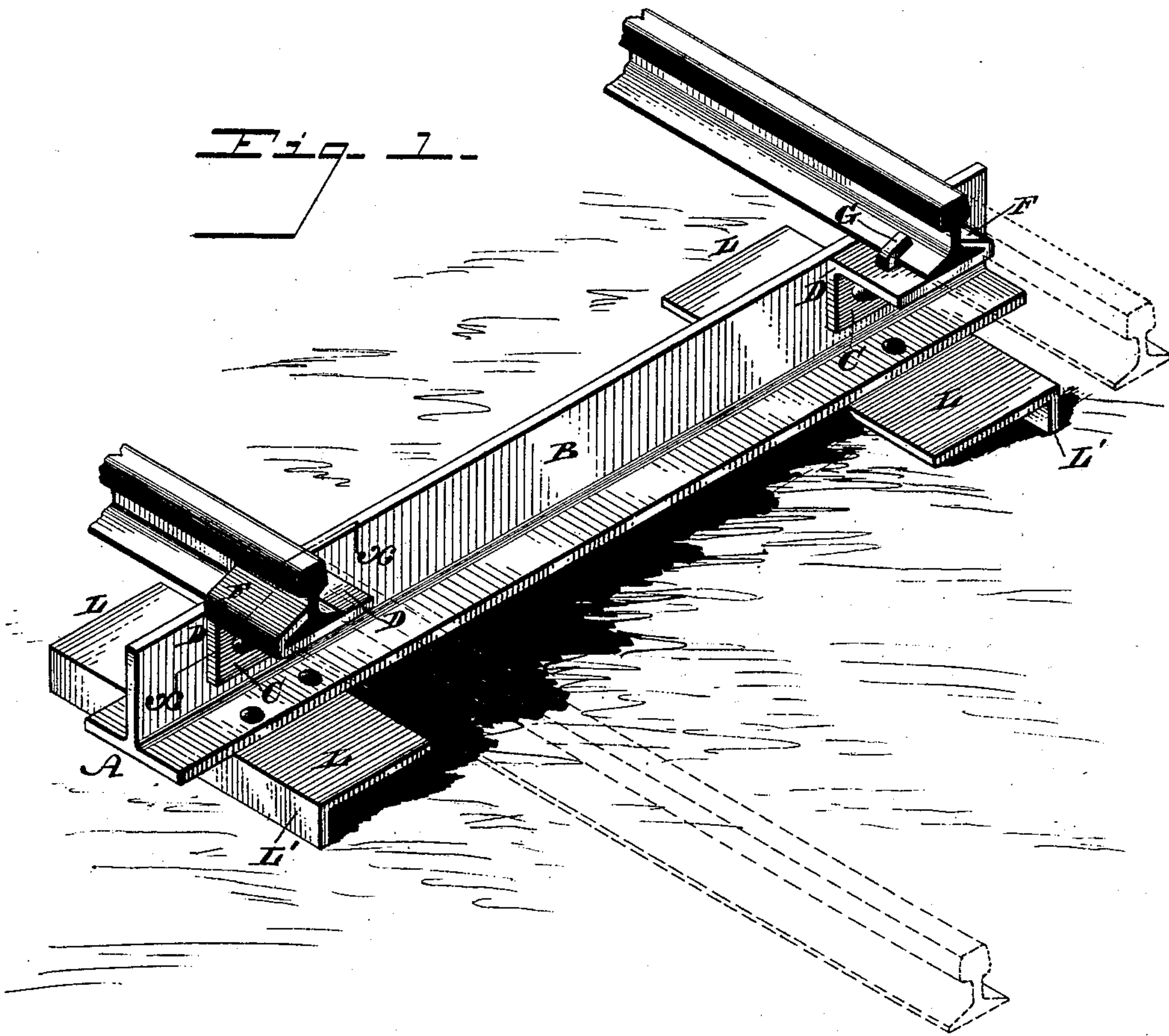


(No Model.)

J. E. TAYLOR.  
RAILROAD TIE AND SUPPORT.

No. 434,848.

Patented Aug. 19, 1890.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

JOHN E. TAYLOR, OF CHESTER, PENNSYLVANIA.

## RAILROAD TIE AND SUPPORT.

SPECIFICATION forming part of Letters Patent No. 434,848, dated August 19, 1890.

Application filed June 10, 1890. Serial No. 354,906. (No model.)

### *To all whom it may concern:*

Be it known that I, JOHN E. TAYLOR, a citizen of the United States, residing at Chester, in the county of Delaware, State of Pennsylvania, have invented a new and useful Improvement in Railroad Ties and Supports, which improvement is fully set forth in the following specification and accompanying drawings.

My invention relates to improvements in railroad ties and supports; and it consists, first, of ties having novel means for supporting the rails, next, of supporting the ties, and, finally, of the combination of parts hereinafter set forth.

Figure 1 represents a perspective view of a railroad tie and support embodying my invention. Fig. 2 represents a vertical section on line  $x x$ , Fig. 1.

Similar letters of reference indicate corresponding parts in the two figures.

Referring to the drawings, A designates a railroad-tie formed of metal of inverted-T shape. To the vertical web B of the tie are firmly fastened, by rivets or in any other suitable manner, the vertical limbs C of the bed-plates D, upon which latter rest the rails. One side of each of the bed-plates is turned up, forming a fixed cheek-piece F, adapted to embrace one flange of the rail, the other flange being embraced by the movable cheek-piece G, which is provided with a stem portion H, adapted to pass through an opening J in the bed-plate, and having a threaded lower end below said bed-plate on which works a nut K for firmly clamping the cheek-piece G against the flange of the rail, thereby holding the latter in proper position on its bed. To the base of the tie are riveted or otherwise firmly secured plates L, which extend beyond the sides of the ties, forming stringers providing broadened supports for the ties, and thus serving to steady the same in position when ballasted, and also to distribute the weight sustained by the rails over a greater surface, so that the ties will not readily sink into the ground on which they are placed.

It will be seen that the parts as described form a railroad-support of simple construction, strong and durable in character, and one that can readily be laid and taken up and transported from place to place, as desired, with facility, and without liability of a breaking of the same or separating of the parts. Where the ends of rails abut or approach, I use two beds, one for each side of the tie.

The stringers L are provided with depending flanges L', which serve to anchor the tie and prevent shifting of the same, especially at curves.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A railroad-tie having a vertical web, in combination with an angular bed-plate secured to said vertical web and having an integral cheek-piece, and a movable cheek-piece with means for attachment to said bed-plate, substantially as described.

2. A metallic rail-tie having a vertical web, in combination with an angular bed-plate secured to said vertical web and having integral therewith a cheek-piece adapted to embrace one flange of a rail placed on said bed, and a movable cheek-piece adapted to embrace the other flange of the rail and provided with a screw-threaded portion adapted to pass through an opening in the bed and having on its lower end a clamping-nut, substantially as described.

3. A metallic rail-tie having a vertical web, a horizontal base, and stringers secured to said base, and horizontal base-stringers secured to said base, and a bed-plate secured to the vertical web having cheek-pieces, one integral and the other movable, the movable cheek-piece being provided with a securing screw-threaded portion and nut, said parts being combined substantially as described.

JOHN E. TAYLOR.

Witnesses:

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WM. C. WIEDERSHEIM.