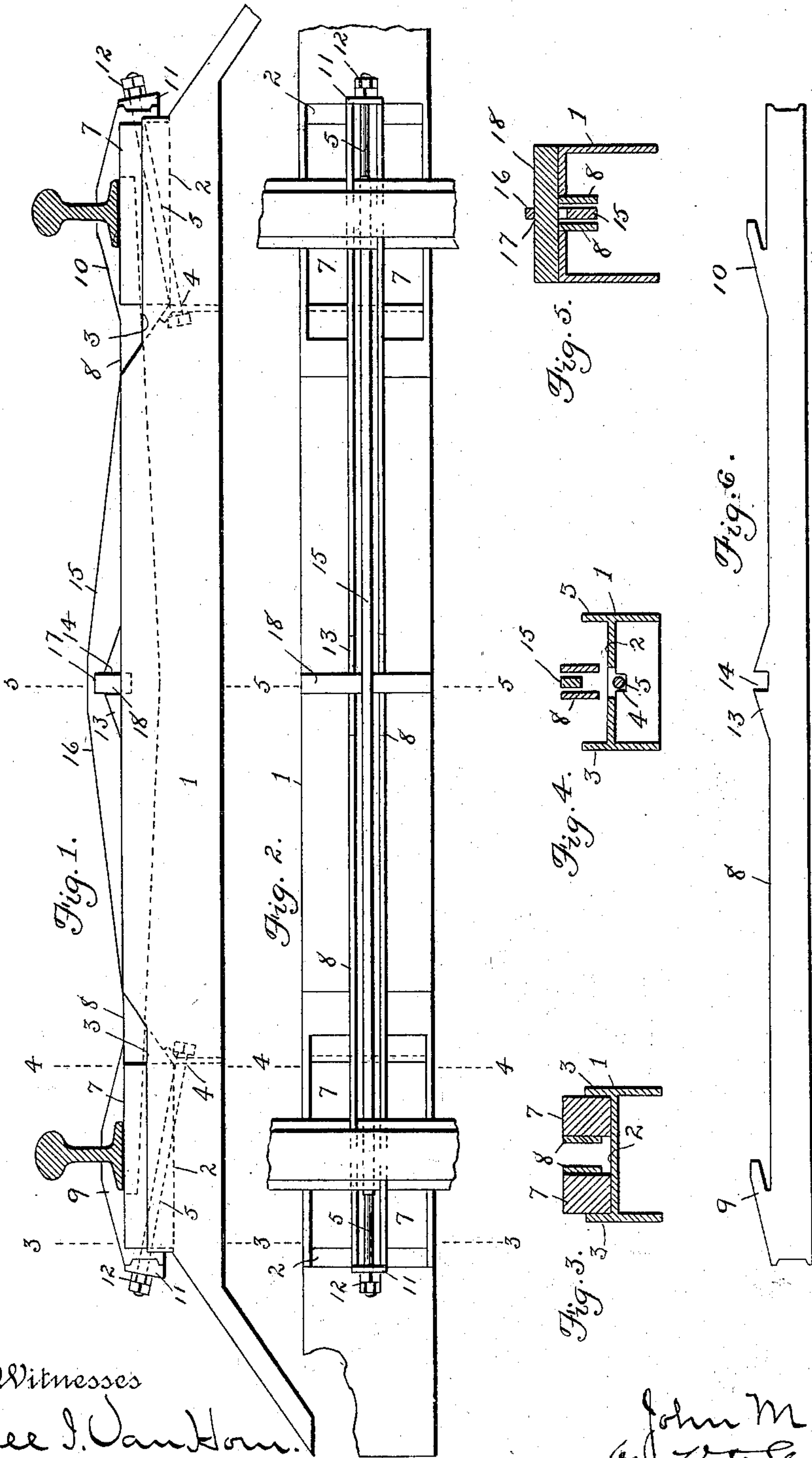


(No Model.)

J. M. CLARK.
METALLIC RAILROAD TIE.

No. 605,270.

Patented June 7, 1898.



Witnesses
Lee J. Van Horn.
Victor J. Evans

Inventor
John M. Clark.
By W. S. Shackbridge
his Attorney

UNITED STATES PATENT OFFICE.

JOHN M. CLARK, OF DEVALL'S BLUFF, ARKANSAS.

METALLIC RAILROAD-TIE.

SPECIFICATION forming part of Letters Patent No. 605,270, dated June 7, 1898.

Application filed October 27, 1897. Serial No. 656,555. (No model.)

To all whom it may concern:

Be it known that I, JOHN M. CLARK, a citizen of the United States, residing at Devall's Bluff, in the county of Prairie and State of Arkansas, have invented certain new and useful Improvements in Metallic Railroad-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 has reference to a novel construction in a metallic railroad-tie, the object being to provide a tie of this description that affords a firm and durable support for the rails of the track and which serves to hold the rails rigidly in the desired position as well as furnishing means for adjusting the rails laterally and vertically.

The invention consists in features of construction hereinafter fully described and specifically claimed.

In the accompanying drawings, forming a part of this specification, Figure 1 is a side elevation of a tie constructed in accordance with this invention and showing the rails of a track fastened thereto. Fig. 2 is a top plan view. Figs. 3, 4, and 5 are cross-sections taken on the lines 3 3, 4 4, and 5 5 of Figs. 1 and 2. Fig. 6 is a side view of one of the rail-clamps.

Referring now to said drawings, 1 indicates the body of the tie, which is provided at its ends with the seats 2, that are depressed below the top of the main portion of the tie and provided at the sides with guards 3. At the inner end of the seats 2 is an opening 4, through which a bolt 5 extends, the head of the bolt resting on the inside of the seat, while the bolt extends between two blocks 7, resting upon said seat and controlled by said guards.

The rail-clamps consist of two bars 8, from the upper sides of which project hooks 9 and 10, one of said hooks being situated at the end of the bars and projecting inwardly, while the other projects in the same direction and is situated near the other end of the bar. The hooks upon the two bars project in opposite

directions, and it will be seen that by placing these bars below the rails the base-flange of the rail can be held between the same. When these bars are clamped upon two rails, their ends are even and they are held in place by means of the bolt 5, which extends between these clamping-bars and is provided at its outer end with the washer 11 and the nut-lock 12. At the center of the bars 8 is an uprising portion 13, with the notch 14 at the center. An auxiliary fastening-bar 15 is provided with an upwardly-extending central portion 16, having an opening 17 at the center. This bar 15 is so arranged that when its upper edge lies flat against the bottom of the rail the opening 17 is opposite the notch 14 and the key 18 can be placed between the same to hold the rail-clamp in position and also to hold down the center of the main portion of the tie. This bar 15 also serves to hold the clamps in position should the adjacent bolts break and serves to prevent the tie from breaking or bending at the center.

It is seen from the foregoing description that a tie constructed in this manner serves to afford a cushioned support for the rail, and that, furthermore, by reason of the adjusting-bolts 5 the said rails can be adjusted in almost any direction and that the rail-clamp serves to effectually hold the rails in their adjusted position to prevent springing, as will be obvious.

Having thus described this invention, what is claimed as new is—

1. In a tie, a body portion having two seats at the ends thereof, blocks resting upon said seats, rail-clamping bars situated between said blocks, and bolts secured to said body portion and to the outer ends of said rail-clamping bars.

2. In a tie, a body portion having the depressed seats at the ends thereof, the guards at the sides of said seats, the blocks resting upon said seats, the clamping-bars situated between said blocks, and the bolt secured to said body portion and to the outer ends of said clamping-bars.

3. In a tie, the clamping-bars provided with

the hooks upon their upper edges to engage
the base-flange of a rail, an uprising central
portion having a notch situated at the center
of the bar, an auxiliary fastening-bar having
5 the upper sides of the end portions flat, an
uprising central portion having an opening
at the center of the bar, a key for passing
through said opening, notches, and the body

portion, and means for securing said clamp-
ing-bars thereon.

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

JOHN M. CLARK.

Witnesses:

S. B. PFEFFER,
W. J. WILKIN.