

No. 690,751.

Patented Jan. 7, 1902.

J. S. McAWLEY.
STEEL RAIL TIE AND FASTENER.

(Application filed Sept. 11, 1901.)

(No Model.)

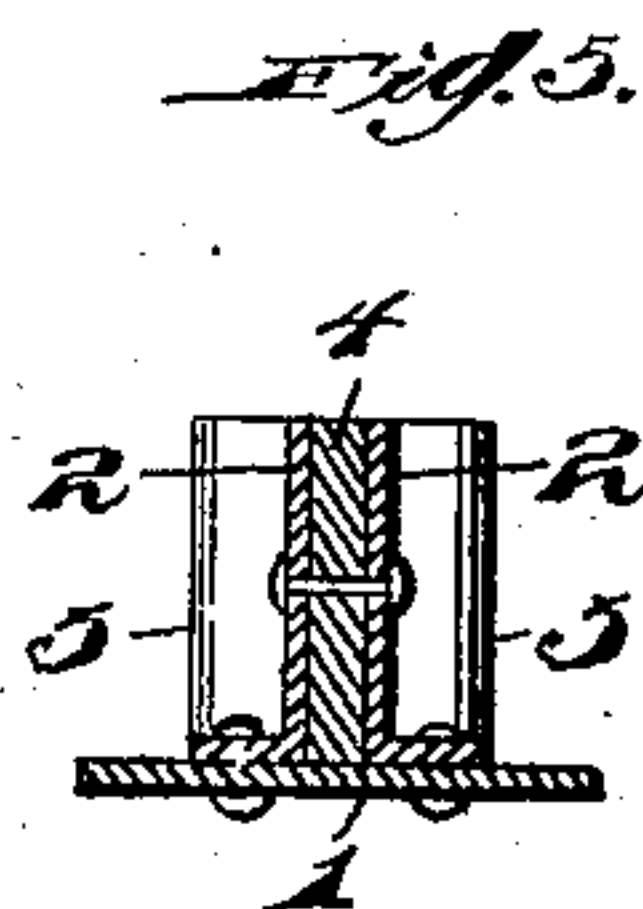
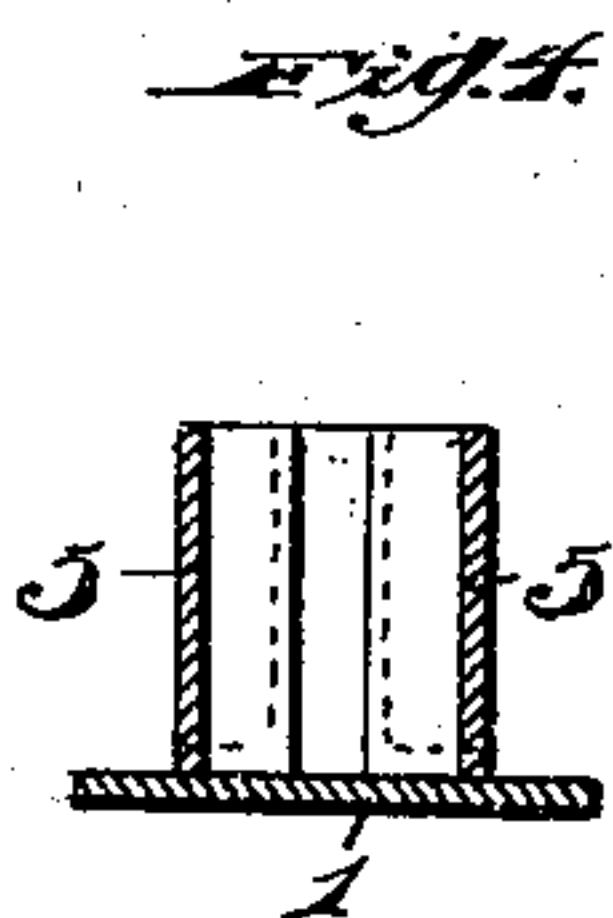
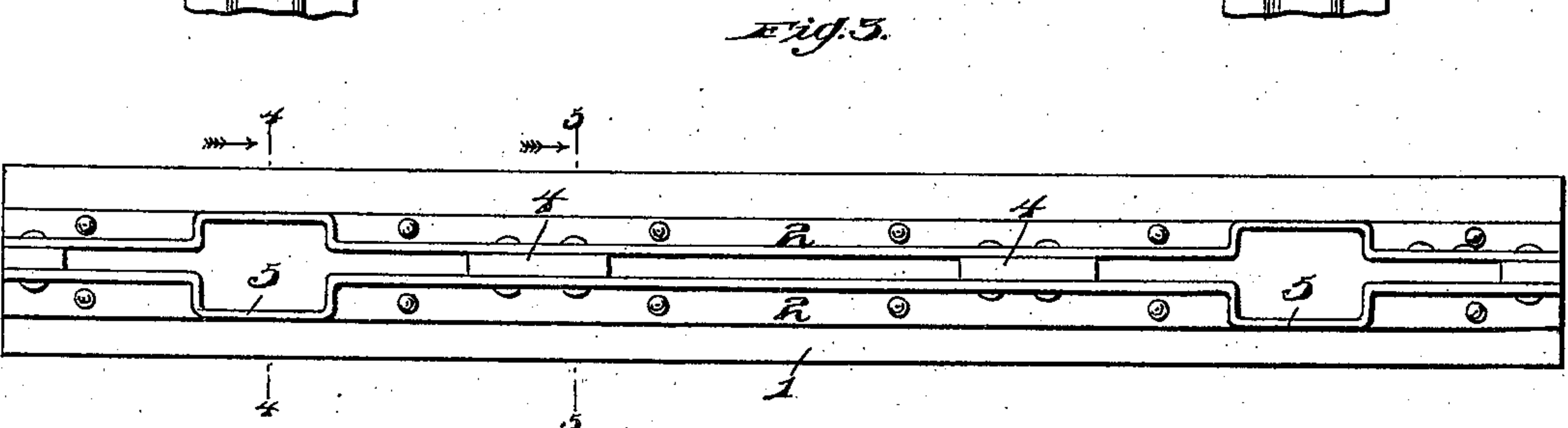
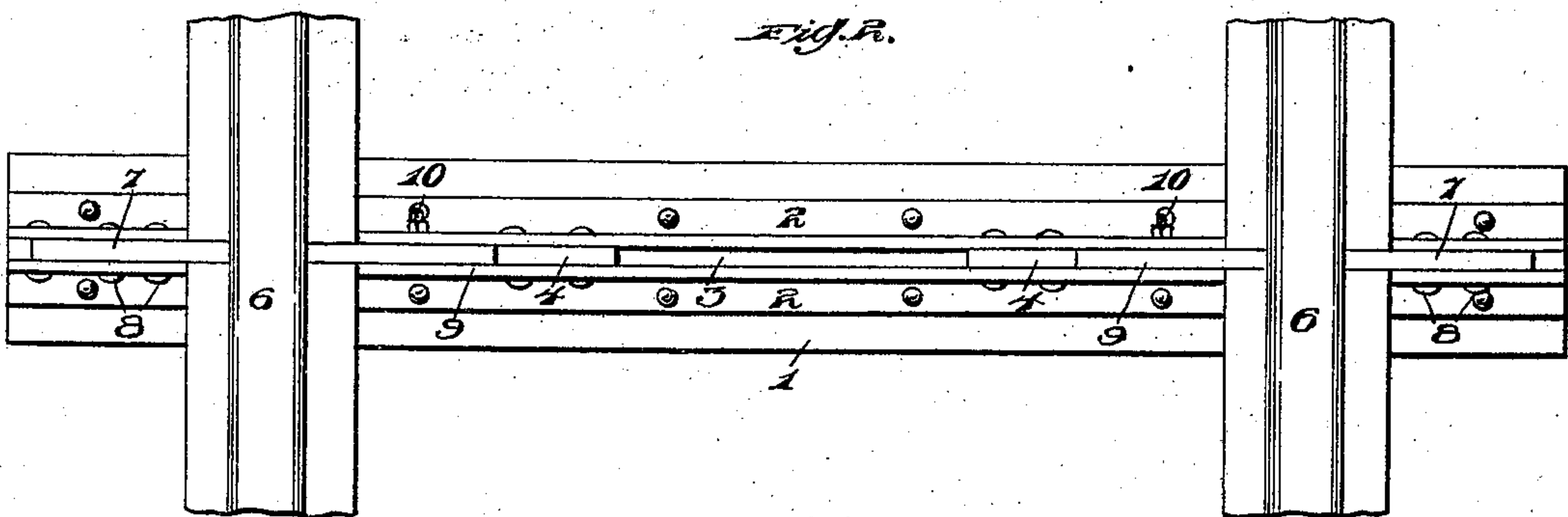
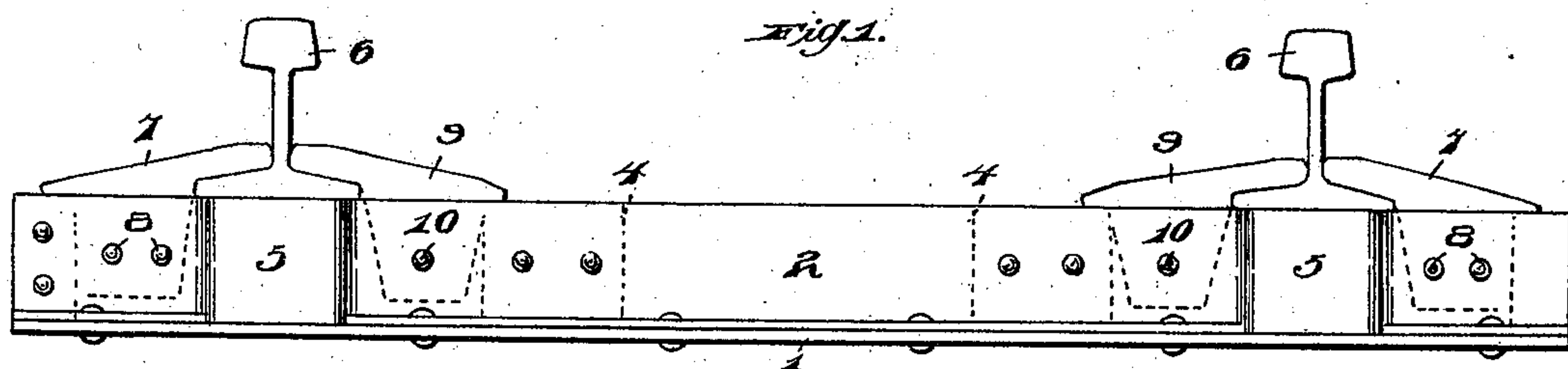
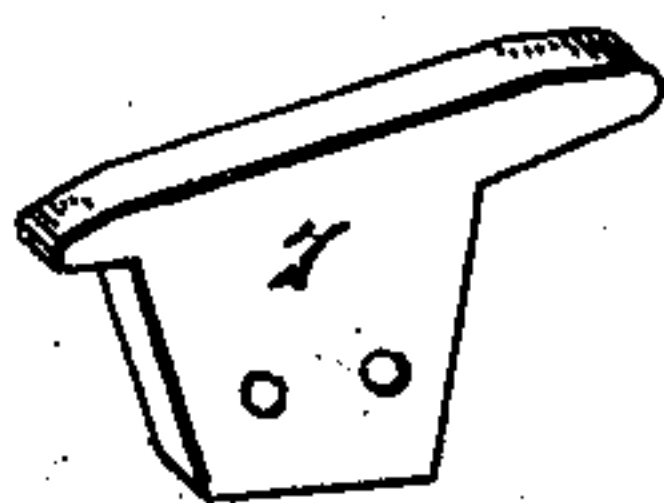


Fig. 6.



Witnesses:

J. P. Appleman,
E. C. Potter.

Inventor
J. S. McAWLEY.

By
H. C. Everett & Co.

Attys

UNITED STATES PATENT OFFICE.

JOHN S. McAWLEY, OF EDMON, PENNSYLVANIA.

STEEL RAIL TIE AND FASTENER.

SPECIFICATION forming part of Letters Patent No. 690,751, dated January 7, 1902.

Application filed September 11, 1901. Serial No. 75,022. (No model.)

To all whom it may concern:

Be it known that I, JOHN S. McAWLEY, a citizen of the United States of America, residing at Edmon, in the county of Armstrong and State of Pennsylvania, have invented certain new and useful Improvements in Steel Rail Ties and Fasteners, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention relates to certain new and useful improvements in steel ties, and relates more particularly to that class known as "steel ties and rail-fasteners combined."

15 The present invention has for its object the provision of novel means whereby steel ties are constructed in a manner that will permit the rails to be easily fastened thereto and readily removed therefrom when desired.

20 The present invention further contemplates to construct a steel tie of the above-described class that will be extremely simple in construction, strong, durable, comparatively inexpensive to manufacture, and highly efficient in its use.

25 The invention consists in a base-plate, angle-irons secured thereto, filler-plates arranged between said angle-irons, suitably spacing the same apart, enlarged seats forming a suitable base for the rail, and stationary and removable clamps that will engage the base of the rail and securely fasten the same thereto.

35 The invention further consists in the novel combination and arrangement of parts to be hereinafter more fully described, and specifically pointed out in the claims.

40 In describing the invention in detail, reference is had to the accompanying drawings, forming a part of this specification, wherein like numerals of reference indicate corresponding parts throughout the several views, and in which—

45 Figure 1 is a front elevation of two rail-sections, showing the same secured upon my improved steel tie and fastener. Fig. 2 is a top plan view thereof. Fig. 3 is a similar view showing the rails and clamps removed therefrom. Fig. 4 is a vertical sectional view taken on the line 4 4 of Fig. 3 looking in the direction of the arrow. Fig. 5 is a similar view taken on the line 5 5 of Fig. 3 looking in the direction of the arrow. Fig. 6 is a perspective view of one of the clamps.

50 In the drawings the reference-numeral 1 indicates a base-plate upon which are secured

55 two angle-irons 2 2, said angle-irons being inclined from opposite directions, forming between the upwardly-extending portions a slot 3, in which slot are placed filler-plates 4, riveted to the angle-irons, serving to suitably 60 space the same apart.

The reference-numeral 5 represents an enlarged portion forming a seat for the rails 6.

The reference-numeral 7 represents clamps arranged in the slot 3 and riveted thereto, as 65 shown at 8.

The reference-numeral 9 represents a removable clamp which is likewise secured in the slot 3 and is fastened by means of a bolt and nut 10. 70

The manner of constructing my improved metallic tie and rail fastener will be readily apparent from the foregoing description, taken in connection with the accompanying drawings. 75

It will be noted that various changes may be made in the details of construction without departing from the general spirit of my invention.

Having fully described my invention, what 80 I claim as new, and desire to secure by Letters Patent, is—

1. In a steel tie, a base-plate, angle-irons spaced apart secured at right angles to said base-plate, filler-plates secured between said 85 angle-irons, enlarged portions made integral with said angle-irons forming a seat for the rail-base, clamps secured between said angle-irons engaging the rail-base and said filler-plates, and means passing through said an- 90 gle-irons and clamps for securing the latter to said angle-irons, substantially as described.

2. In a steel tie, the combination with the rails, a base-plate, angle-irons secured upon said base-plate, filler-plates attached to said 95 angle-irons spacing the same apart, enlarged portions forming seats for said rails, and clamps secured between said angle-irons engaging the base of said rails, all parts being arranged and operating substantially as de- 100 scribed.

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

JOHN S. McAWLEY.

Witnesses:

JOHN NOLAND,
E. E. POTTER.