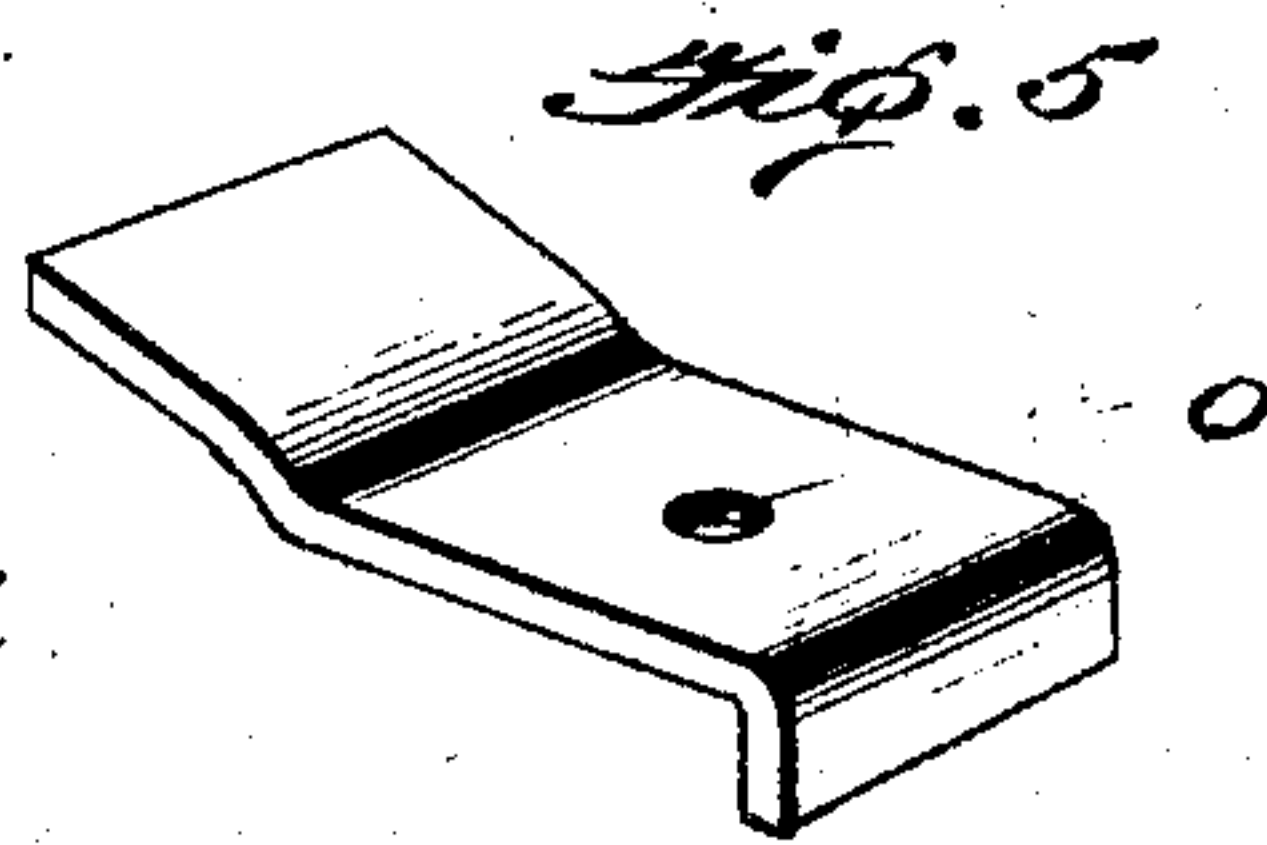
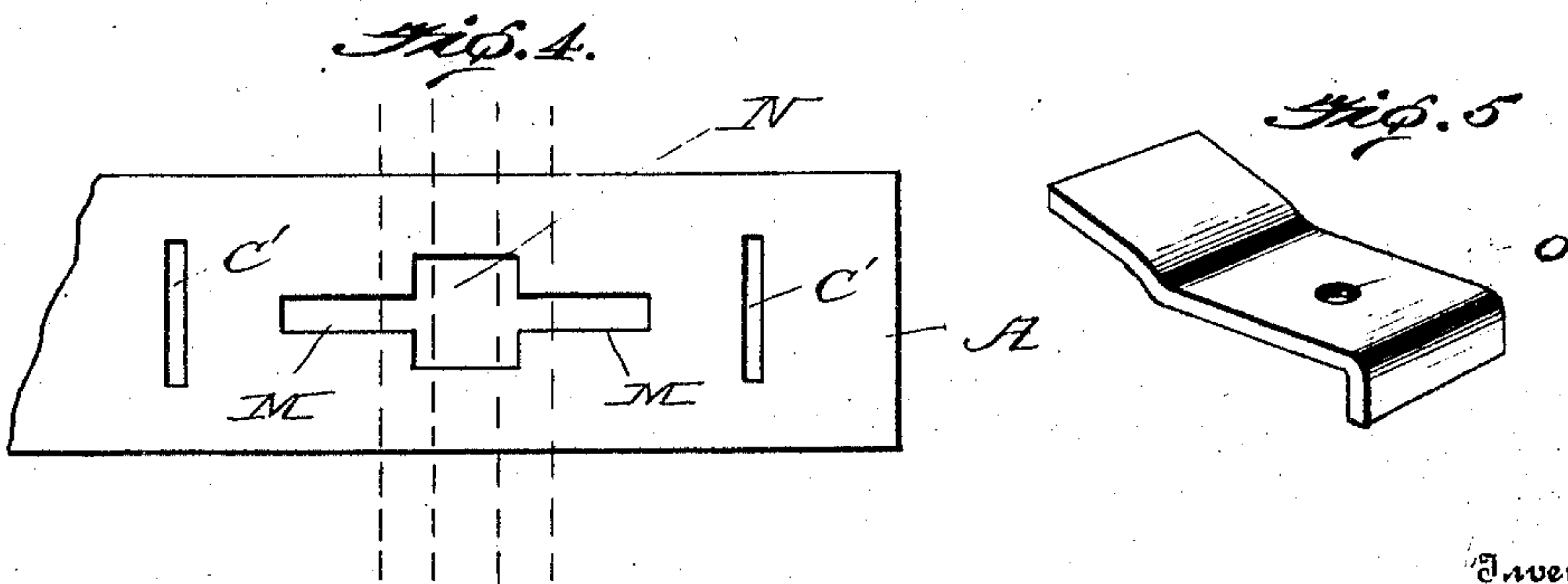
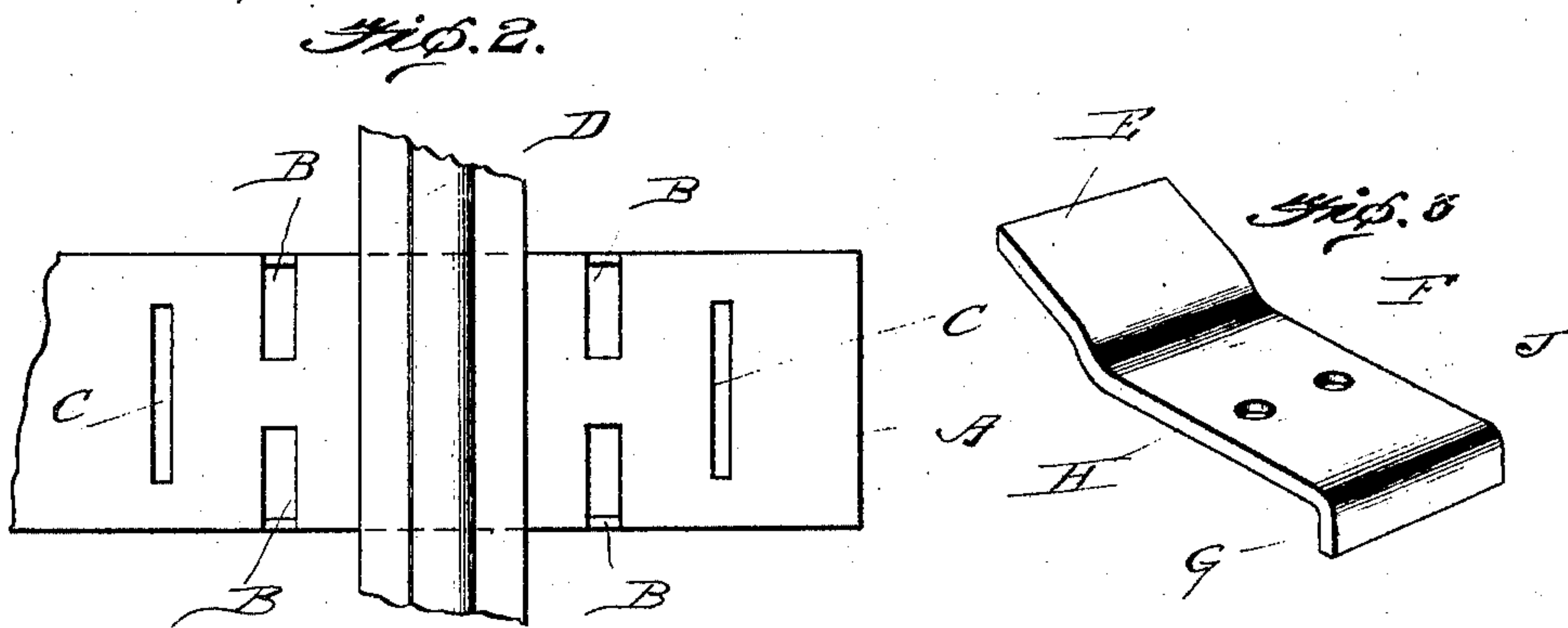
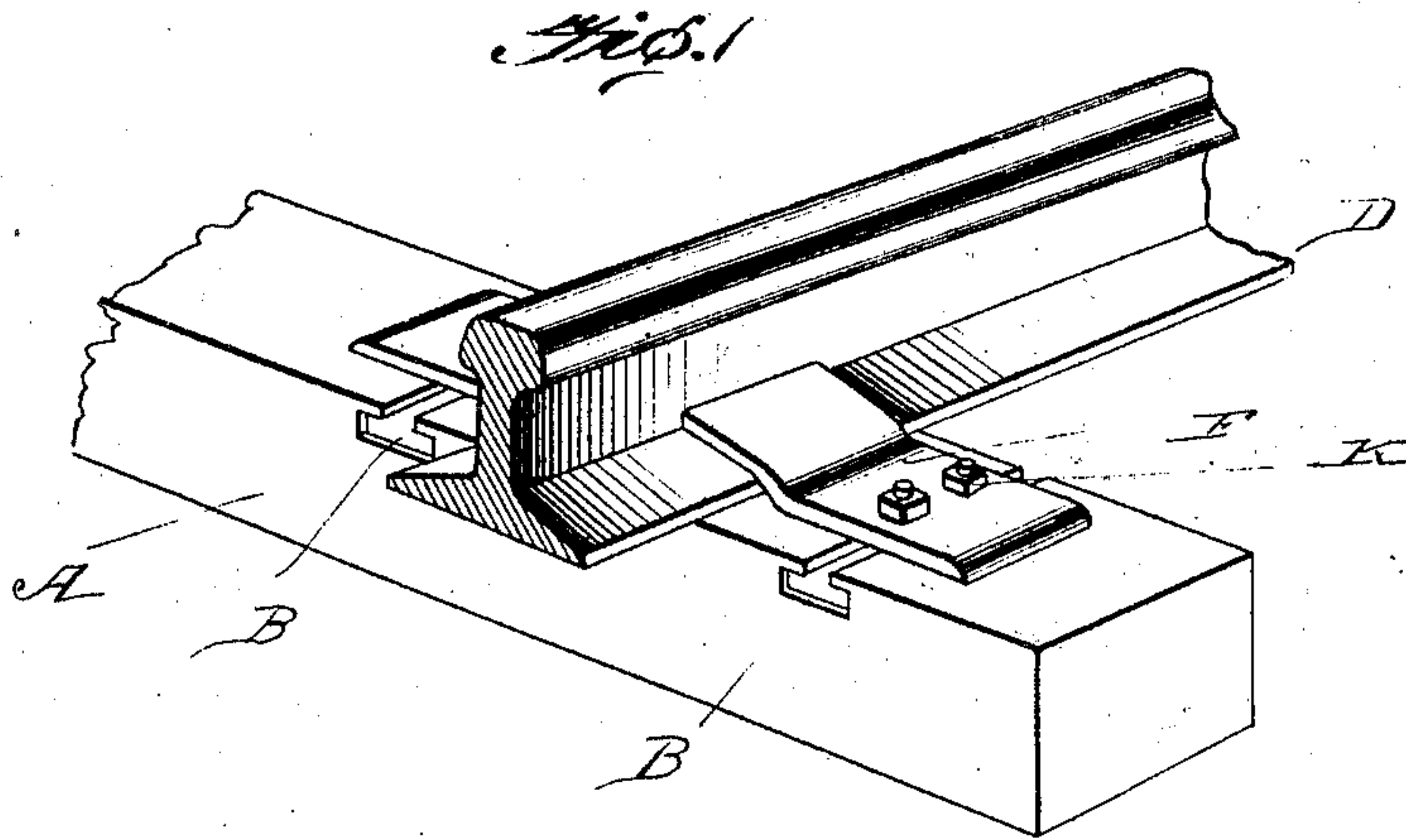


No. 850,262.

PATENTED APR. 16, 1907.

J. G. SNYDER.  
RAIL CLAMP OR FASTENING.  
APPLICATION FILED APR. 28, 1906.



Witnesses

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# UNITED STATES PATENT OFFICE.

JOHN G. SNYDER, OF ALTOONA, PENNSYLVANIA.

## RAIL CLAMP OR FASTENING.

No. 850,262.

Specification of Letters Patent.

Patented April 16, 1907.

Application filed April 26, 1906. Serial No. 313,797.

*To all whom it may concern:*

Be it known that I, JOHN G. SNYDER, a citizen of the United States, residing at Altoona, in the county of Blair and State of Pennsylvania, have invented certain new and useful Improvements in Rail Clamps or Fastenings, of which the following is a specification.

My invention relates to improvements in rail clamps or fastenings, and has particular reference to a clamp or fastening for use in connection with metal railroad-ties, which are apparently destined to be the tie of the future.

The main object of my invention is the provision of a clamp or fastening which can be readily applied or removed, which will secure the rail in proper position, but will allow for the usual expansion and contraction, which will be of the simplest and cheapest possible construction to insure its usefulness and desirability, and which will be durable and thoroughly practical in every particular.

To attain the desired objects, my invention consists of a clamp or fastening embodying novel features of construction and combination of parts substantially as disclosed herein.

Figure 1 represents a perspective view of a portion of a rail, a tie, and my improved fastening or clamp in position for use. Fig. 2 represents a top plan view of a portion of a rail and tie, showing the recesses in the tie for receiving the fastenings. Fig. 3 represents a perspective view of one of the clamping members. Fig. 4 represents a top plan view of a part of a tie slightly modified in construction, and Fig. 5 represents a perspective view of the form of clamping member used in connection with this modified construction of tie.

In the drawings the letter A designates the tie, which is preferably of hollow metal construction, and, as shown in Figs. 1 and 2, is provided with the two sets or pairs of recesses B and with the pair of slots C, and upon the tie rests the foot of the rail D, said foot being engaged by the inclined clamping arm or portion E of the clamping members F, having their outer ends formed with the lips G, which fit in the slot C of the tie, and the flat portion H of the clamping member rests flat upon the face of the tie and is provided with a pair of openings J, which receive the fastening-bolts K, the heads of which bolts enter the open ends of the recesses and secure

the clamping members in rigid position, but permit their ready removal by simply unscrewing the nuts.

In the form of my invention shown in Fig. 4 I provide the pair of slots C' and the longitudinal slots M, which communicate with the enlarged opening N, and with this form of the invention I employ the clamping member shown in Fig. 5, which is exactly the same in construction, except that only one opening O is provided, which receives the fastening-bolt which enters the longitudinal slot and the application of which is permitted by the enlarged opening of the slots, as will be readily understood.

It will be apparent that I provide a clamp or fastening which is of the simplest, cheapest, and most durable construction and which will positively hold the rails and which can be readily and easily applied and removed as circumstances dictate.

I claim—

1. A hollow rail-tie having recesses in the sides and upper face thereof and also provided with transverse slots in the upper face, clamping members having lips to engage said transverse slots and adapted to engage the foot of a rail, and fastenings secured in the recesses of the tie and engaging the clamping members.

2. A hollow rail-tie having transverse slots in the upper face thereof, enlarged openings in the sides contiguous with said slots, and slots adjoining the transverse slots, clamping-plates provided with lips to engage the last-named slots, and headed fastenings engaged in the transverse slots and openings, to secure the clamping-plates.

3. A hollow rail-tie having transverse slots in the upper face thereof, enlarged openings in the side walls of the tie contiguous with said slots, slots on the outside of the transverse slots and parallel thereto, clamping-plates having lips to engage the last-named slots and adapted to engage the foot of the rail at the other end, bolts having their heads engaged in the transverse slots and passing through the clamping-plates, and nuts on said bolts.

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

JOHN G. SNYDER.

Witnesses:

J. D. MILLER.

C. M. PIPER.