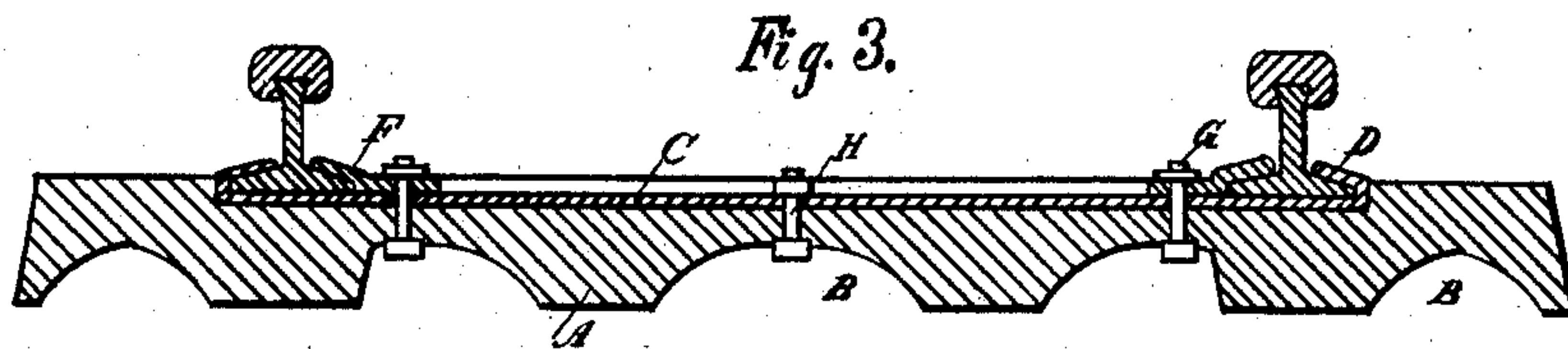
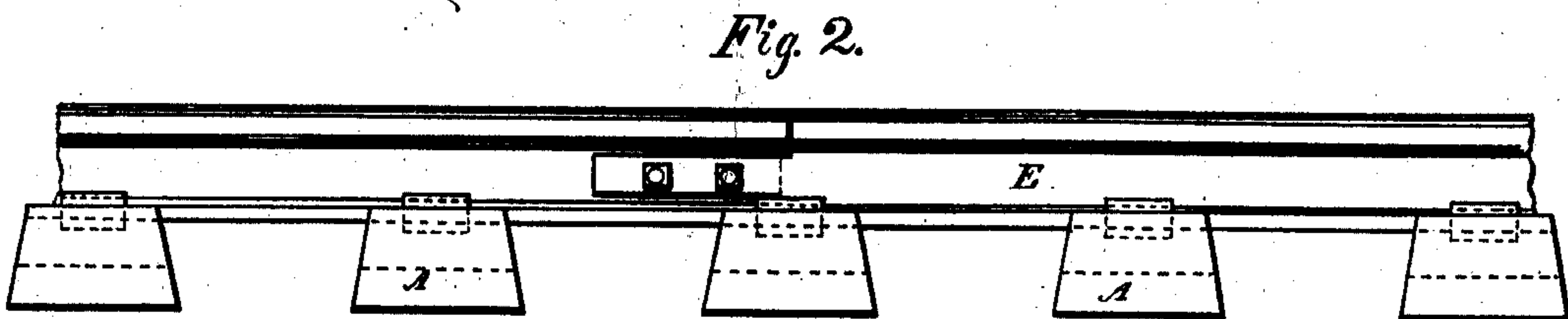
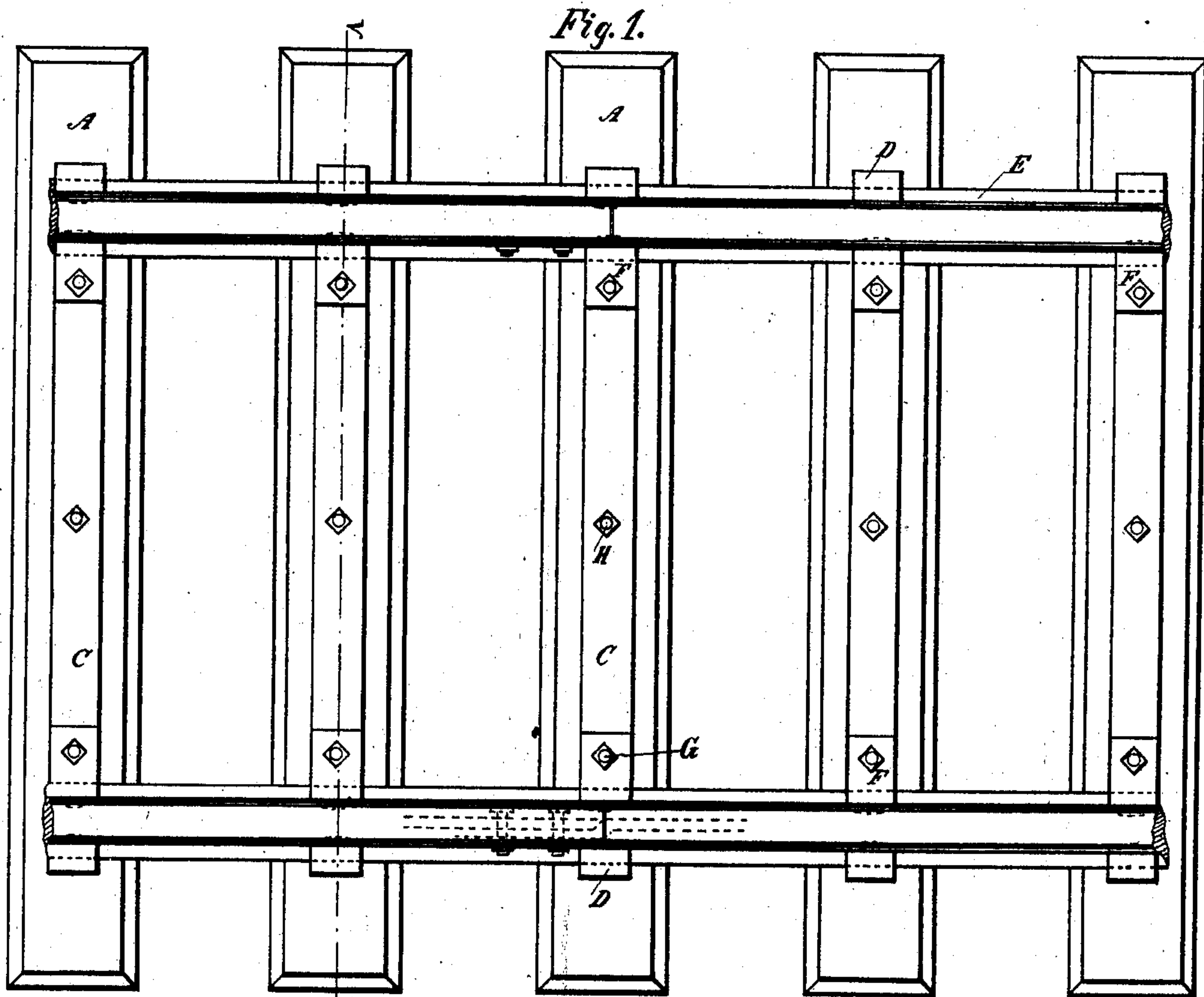


No. 850,373.

PATENTED APR. 16, 1907.

A. KING.
RAILWAY TRACK CONSTRUCTION.

APPLICATION FILED MAY 15, 1906.



Inventor

Witnesses

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By

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Amel Mehrens

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UNITED STATES PATENT OFFICE.

ALPHONSE KING, OF SAN ANTONIO, TEXAS.

RAILWAY-TRACK CONSTRUCTION.

No. 850,373.

Specification of Letters Patent.

Patented April 16, 1907.

Application filed May 15, 1906. Serial No. 316,951.

To all whom it may concern:

Be it known that I, ALPHONSE KING, a citizen of the United States of America, and a resident of San Antonio, in the county of Bexar and State of Texas, have invented certain new and useful Improvements in Railway-Track Construction, of which the following is a specification.

My invention relates to improvements in railway-track construction in which the ties or stringers are made of composition—such as concrete, slag, or vitrified clay—having arches underneath. The two chairs for the parallel rails are combined in one, sunk in and fastened with bolts to the ties.

The object of my invention is to construct inexpensive ties which are strong and durable and not liable to slide, also easy to adjust and portable. I attain this object by the construction illustrated in the accompanying drawings, in which—

Figure 1 is a top view of a part of a complete railroad-track. Fig. 2 is a side view of Fig. 1. Fig. 3 is a section on line V V of Fig. 1.

Similar letters refer to similar parts throughout the several views.

For the railway-track, as shown in Figs. 1, 2, and 3, A are ties or stringers of the usual size made of concrete, slag, or vitrified clay, having several arches B cut across from the middle of the height to the bottom to take away the unnecessary weight of the ties and prevent the same from sliding. Steel plates

C extend lengthwise in grooves on top of the ties A, underneath and across the rails, in such length that when their ends are bent to hooks D to fit the outside base of the rails E the latter are placed at the right gage. Clamps F and bolts G fasten the rail-base at the inside to the ties. Also the steel plates are fastened to the center of the ties by bolts H.

The special structure of rails and mode of uniting them are not claimed herein, but in a divisional application filed January 30, 1907.

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

A composition tie, for railroads, having transverse arches on its lower side and having a longitudinal depression in its upper side of less extent than the tie, both in length and breadth, in combination with a rail-supporting plate located in said depression and having recurved ends to receive the outer edges of rails, clamps to be secured to said plate against the inner edges of said rails, and bolts for securing the clamps in place and for securing the plate in the recess and having their heads located in the said arches on the under side of the tie, substantially as and for the purpose set forth.

Signed at San Antonio, Texas, this 10th day of May, 1906.

ALPHONSE KING.

Witnesses:

EMEL BEHRENS,
ELFRIEDA BEHRENS.