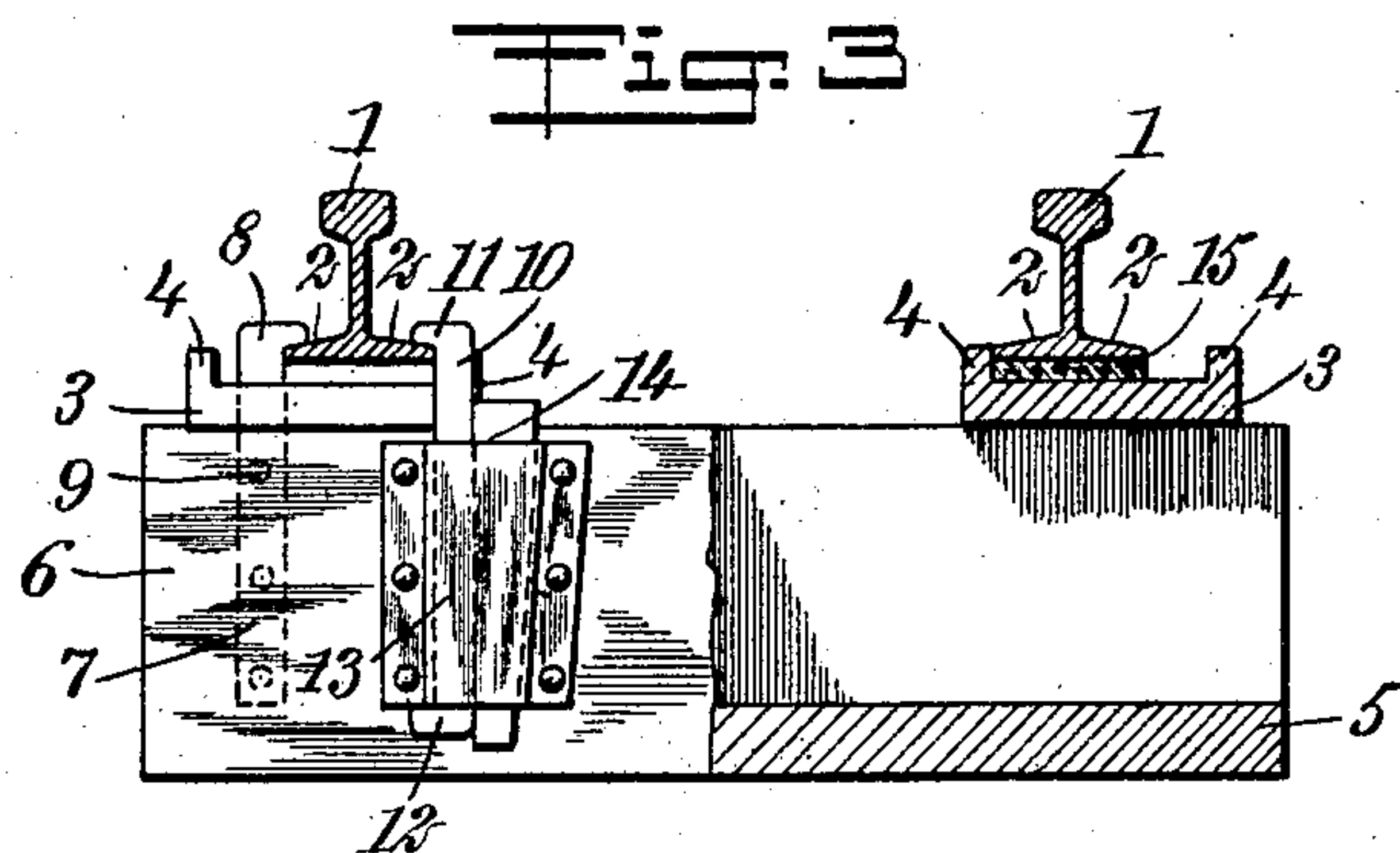
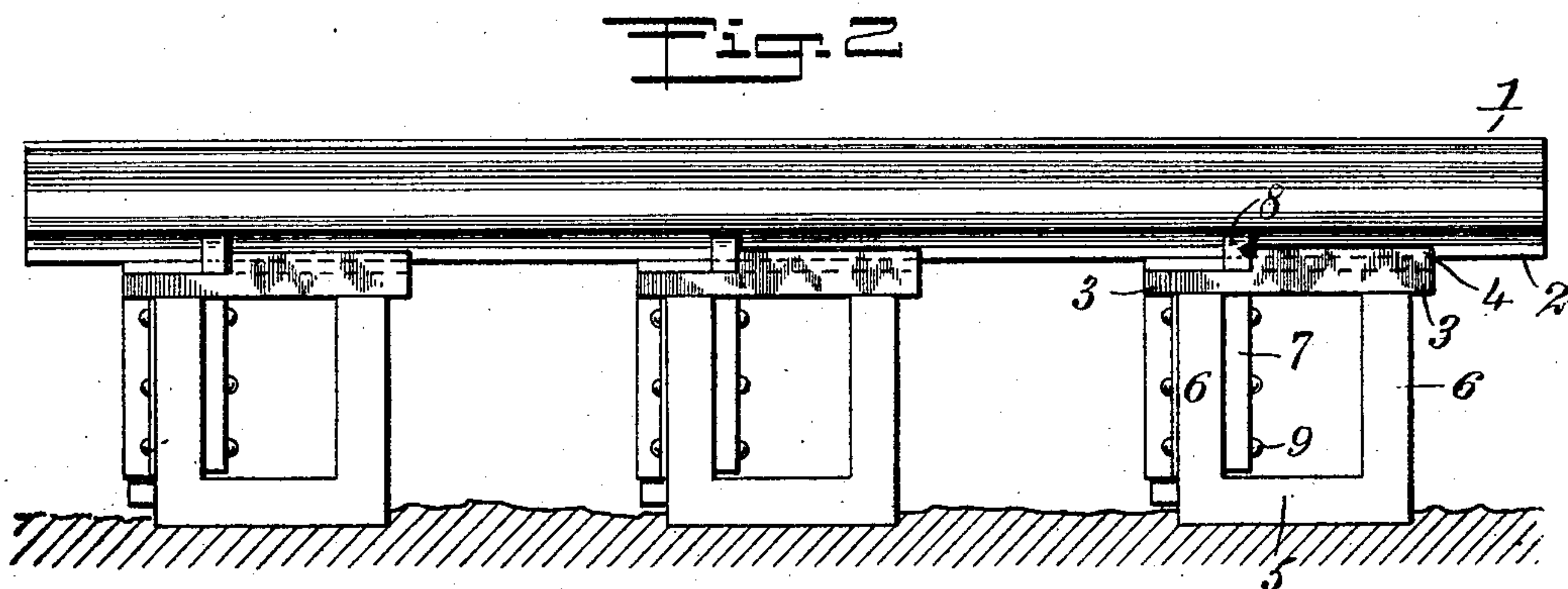
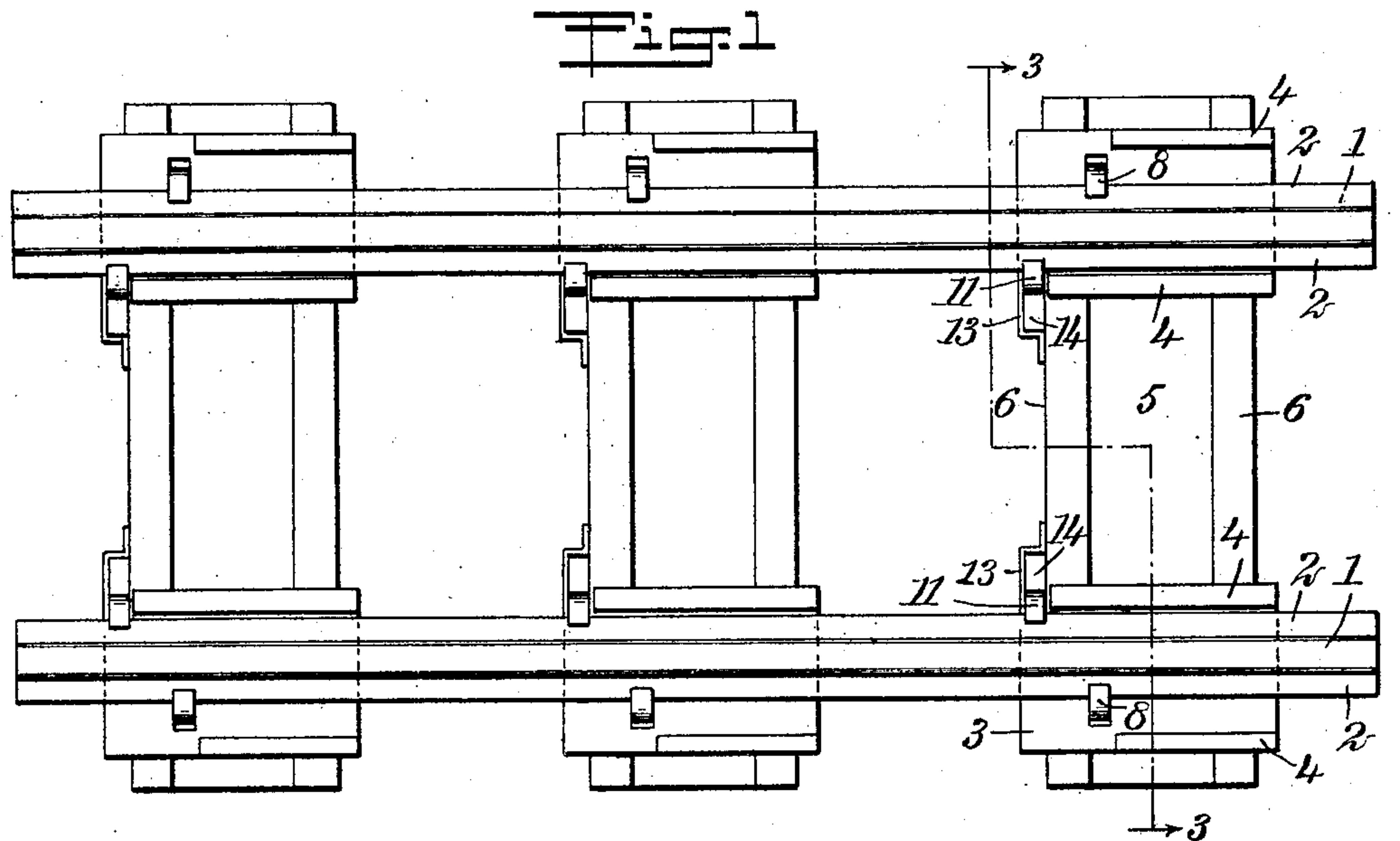


No. 861,969.

PATENTED JULY 30, 1907.

M. A. GLYNN.
RAILWAY TIE.
APPLICATION FILED DEC. 5, 1906.



WITNESSES
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UNITED STATES PATENT OFFICE.

MICHAEL A. GLYNN, OF HABANA, CUBA.

RAILWAY-TIE.

No. 861,969.

Specification of Letters Patent.

Patented July 30, 1907.

Application filed December 5, 1906. Serial No. 346,414.

To all whom it may concern:

Be it known that I, MICHAEL A. GLYNN, a British subject, and a resident of Habana, Cuba, have invented a new and Improved Railway-Tie, of which the following is a full, clear, and exact description.

This invention relates to metallic railway ties, and is designed to provide means simple in construction, effective in operation and durable in use, adapted to be readily connected with railway rails and to hold said rails firmly in position; it is also designed to provide means for cushioning said rails and enabling the rails to be readily detached from the ties and be replaced when desired. Such purposes I accomplish by the means illustrated in the accompanying drawings, in which,

Figure 1 is a plan of the device embodying my invention; Fig. 2 is an end view of the same; Fig. 3 is a transverse section taken on the line 3—3 of Fig. 1.

As illustrated in the drawings, the rails 1 are provided with base flanges 2, and supported upon chairs 3 provided with edge flanges 4. The chairs are supported on the metallic ties formed of channeled iron or other suitable metal having a base plate 5 and side plates 6. Locking members 7 provided with offset ends 8 are fixedly secured to one side of the ties by means of rivets 9, and are preferably arranged so as to bear against the outer portion of the base flanges 2 of the rails. These members not only serve to clamp and hold the rails on the chairs, but they also serve as guides or gages adapted to determine the position of the outer edges of the flanges, so as to enable the rails to be quickly and accurately adjusted on the ties.

Adjustable locking members are detachably secured to the ties and adapted to bear against the opposite flanges of the rails, and consist of clamps 10 having an upper off-set end 11 adapted to clamp the flange of the rail, and a lower off-set end 12 which is held in locking engagement with a socket-plate 13 fixedly secured to one of the vertical sides of the ties.

The edge of the clamp 10 is inclined and bears against a key 14 which is also held in the socket member 13, and by means of which the clamp 10 may be pressed inward on to the flange of the rail, and held there against displacement. A cushion of cork, wood or other similar material 15 is arranged on the chairs 3 under the flange of the rail as shown in Fig. 3, adapted to deaden the vibration of the rail, thereby preventing such vibration from loosening the clamping elements

which bind the rail to the tie. The ties may be readily applied to a road-bed ballasted between the ties, and the rails secured to the ties and held thereon by means of such construction, in the simplest and most efficient manner.

What I claim as new and desire to secure by Letters Patent is:

1. The combination with a channeled railway-tie having a base-plate and vertical side plates, of chairs supported upon the edges of said side plates, locking members fixedly secured to said side plates and provided with off-set upper ends, a socket member secured to said tie, a clamp having off-set ends detachably secured to said socket member, and a key within said socket member adapted to bear against said clamp, substantially as shown and described.

2. The combination with a channeled railway-tie having a base plate and vertical side plates, of chairs supported upon the edges of the said side plates, locking members rigidly secured to said ties, socket members fixedly attached to said ties, clamps provided with off-set ends detachably secured to said socket members, keys arranged within said socket members adapted to bear against said clamps, and cushioning devices supported upon said chairs, adapted to support railway rails, substantially as shown and described.

3. The combination with a channeled railway-tie having a base plate and vertical side plates, of clamping members fixedly secured to said tie, chairs mounted on the edges of said tie, socket members attached to said tie, clamps provided with off-set ends detachably secured to said socket members, keys arranged within said socket members adapted to bear against said clamps, and cork cushions mounted on said chairs adapted to support railway rails, substantially as shown and described.

4. The combination with oppositely disposed railway rails having base flanges, of a channeled tie having a base plate and vertical side plates, chairs mounted on the edges of said side plates, locking members secured to said side plates, socket members secured to said ties, clamps arranged within said socket members and provided with off-set ends, and keys arranged within said socket members and adapted to bear against said clamps, substantially as shown and described.

5. The combination with a channeled metallic tie having a base plate and vertical side plates, of locking members secured to said side plates, chairs mounted on the edges of said ties, and provided with edge flanges, locking members secured to the flanges of said tie, socket members attached to said tie, clamps provided with off-set ends arranged within said socket members, and keys arranged within said socket members, adapted to bear against said clamps, substantially as shown and described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

MICHAEL A. GLYNN.

Witnesses:

VICTOR NORMAND,
AUG. ROGERS.