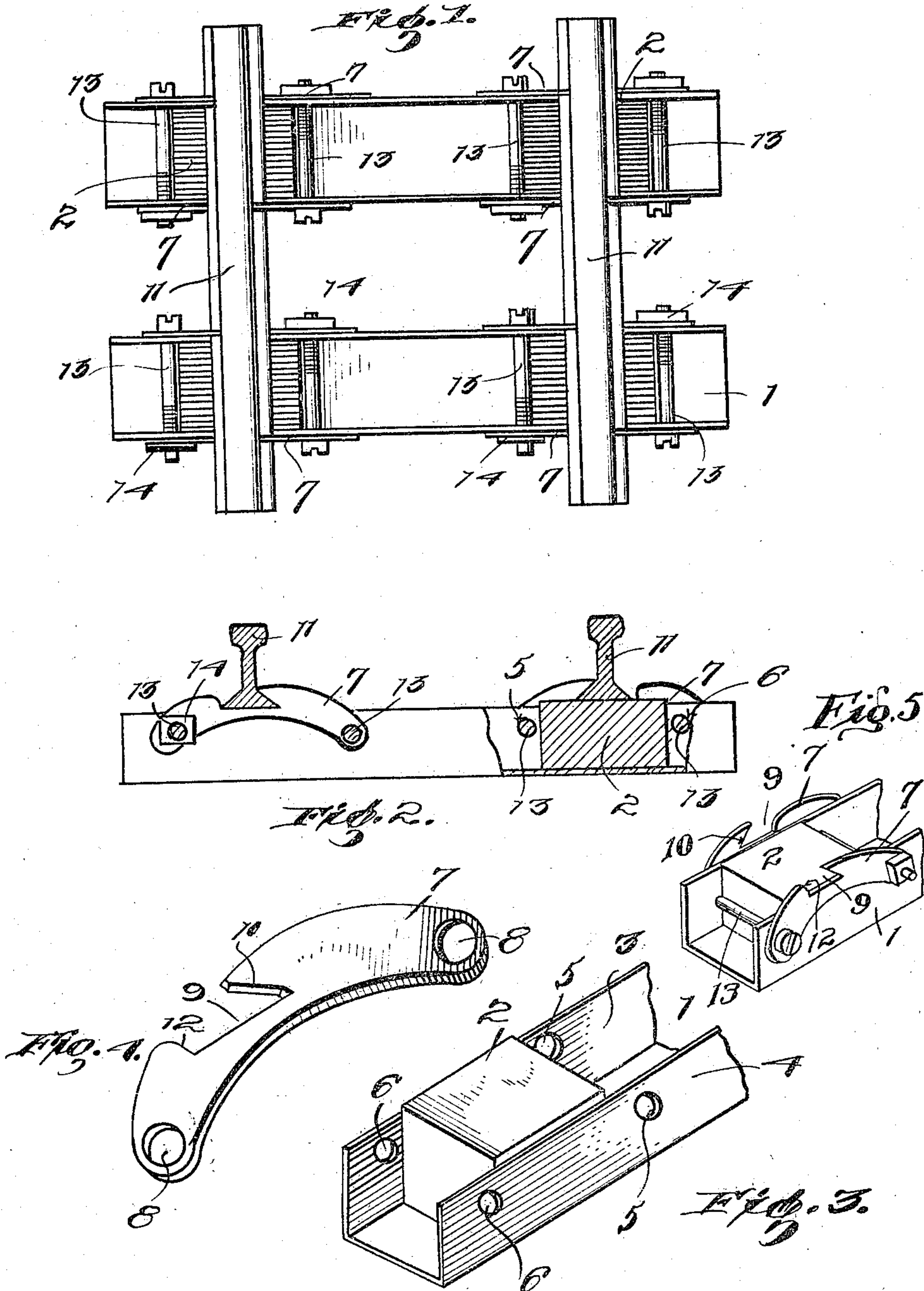


C. C. MARTIN.
RAILWAY TIE.
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989,917.

Patented Apr. 18, 1911.



Witnesses
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UNITED STATES PATENT OFFICE.

CHARLES C. MARTIN, OF MURPHYSBORO, ILLINOIS.

RAILWAY-TIE

989,917.

Specification of Letters Patent.

Patented Apr. 18, 1911.

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To all whom it may concern:

Be it known that I, CHARLES C. MARTIN, a citizen of the United States of America, residing at Murphysboro, in the county of Jackson and State of Illinois, have invented certain new and useful Improvements in Railway-Ties, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to railroad ties, and the principal object of the same is to produce a device for holding the rail to the tie, and it is also desired to produce a device which can be easily applied to the rail, but at the same time will securely hold the rail in place.

This invention is illustrated in the accompanying drawings wherein,

Figure 1 is a top plan view of a section of the track, showing the rail held on by the improved device. Fig. 2 is a side view of a tie, having applicant's invention applied thereto, a portion of the tie being broken away to show the interior construction of the tie. Fig. 3 is a fragmentary view of the end of the tie supplied with applicant's invention. Fig. 4 is an enlarged view of the improved attachment. Fig. 5 is a view of one end of a tie supplied with applicant's invention.

Referring to the accompanying drawings by numerals, it will be seen that the invention consists of a channel tie, 1, having a block of hard wood, 2, placed between the sides 3—4, near each of its ends. The sides 3—4 are provided with alined apertures 5—5, and 6—6, each pair of apertures being to one side of the block, 2. A clamp, 7, is placed upon the outside of each of the sides, 3—4, and is provided with apertures, 8, in its ends, which register with the apertures 5—6. The upper portion of the plate, 7, extends above the tie, and is provided with a cut out place, 9. The sides, 10, of the cut out, 9, are shaped to conform to the base of the rail, 11, while the side, 12, is curved to

cause the plate to tightly grip the base of the rail when turned upward to position.

In order to secure the rail to the tie, the rail is placed upon the block, 2, and a plate, 7, is secured to the rail by placing it against the side of the tie and bringing it up so that the base of the rail enters the cut out, 9, the portion of the rail toward the side, 10, entering first. The plate is now drawn up until the plate is in the position shown in Fig. 2. After both of the plates are in position, the bolts, 13, are passed through the alined apertures and are tightened by means of nuts, 14. It should be noted that the plates, 7, are placed upon the tie so that they face in opposite directions; that is to say, the side, 10, of one plate grips the inside portion of the rail base, 10, while in the other plate the side, 10, grips the outside portion of the rail base. This causes the rail to be tightly clamped into place.

Having thus described my invention what I claim is:

A device of the character described comprising a body portion, a supporting block positioned adjacent each end of said body portion, said body provided with alined openings at each side of each block, a pair of curved plates at each end of said body, each of said plates provided in its upper portion with a longitudinally extending notch, a tongue overhanging one end portion of said notch to engage one side of the base of a rail, the other end of said notch being curved to tightly wedge the rail within the notch, said plates provided with openings near each end registering with the openings in the body portion, and bolts passing through said openings to secure said plates to said body portion.

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

CHARLES C. MARTIN.

Witnesses:

JOHN H. STAPLES,
EDWARD L. BENCINO.