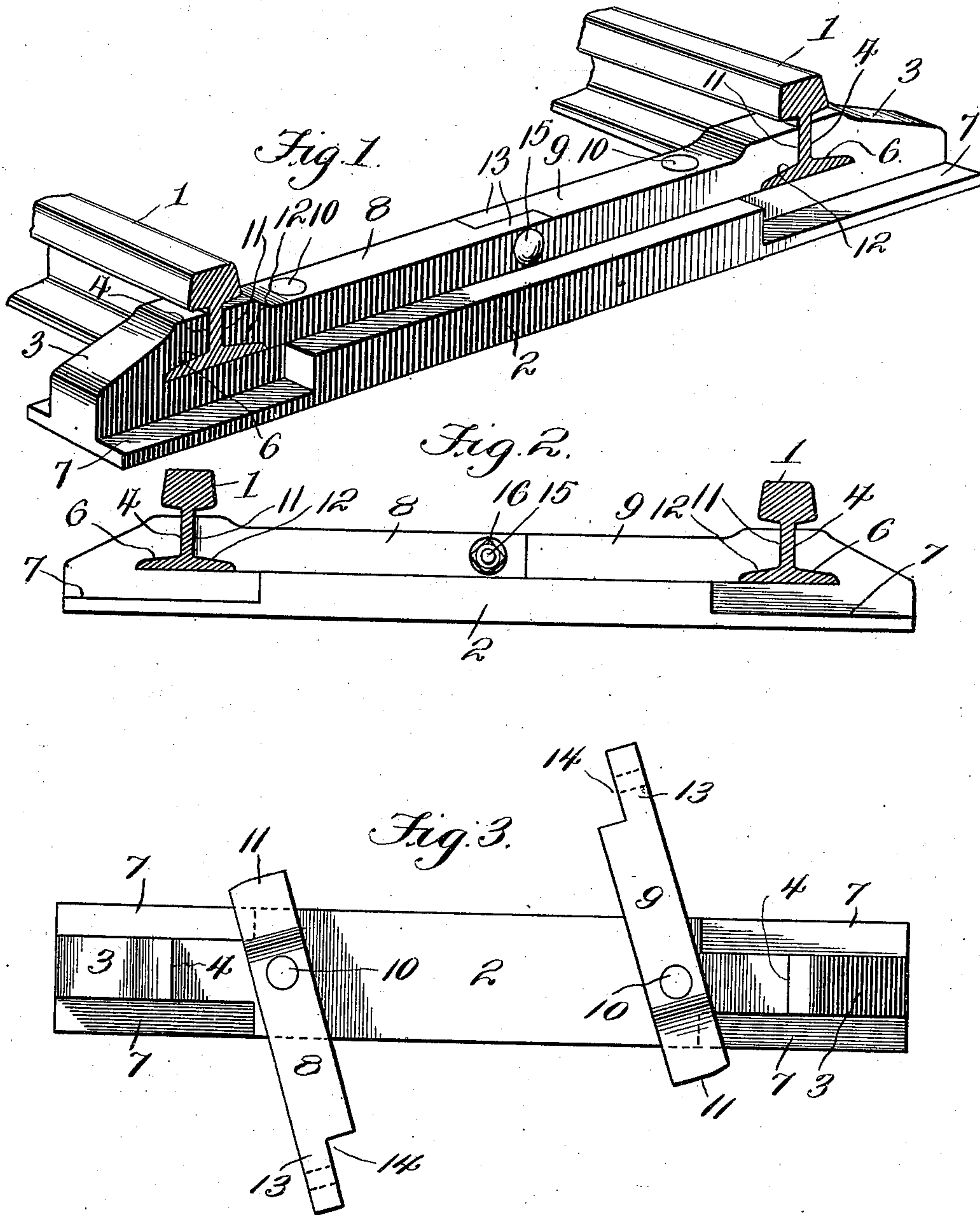


A. B. McKAUGHAN.
CROSS TIE.
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995,980.

Patented June 20, 1911.



Witnesses

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ARCHIE B. McKAUGHAN, OF STEPHENSPORT, KENTUCKY.

CROSS-TIE.

995,980.

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To all whom it may concern:

Be it known that I, ARCHIE B. McKAUGHAN, a citizen of the United States, residing at Stephensonport, in the county of Breckenridge and State of Kentucky, have invented new and useful Improvements in Cross-Ties, of which the following is a specification.

This invention relates to improvements in railway ties, and the object of the invention is to provide a tie with means whereby the rails may be securably and effectively retained thereon without the employment of spikes or other analogous devices.

With the above, and other objects in view, which will appear as the description progresses, the invention resides in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings there has been illustrated a simple and preferred embodiment of the improvement, and in which drawings,

Figure 1 is a perspective view of a tie constructed in accordance with the present invention and showing a pair of rails secured thereon. Fig. 2 is a front elevation of a tie. Fig. 3 is a top plan view showing the intermediate securing members swung away from the ties.

In the accompanying drawings the numerals 1 designate a pair of rail members and the numeral 2 the tie for supporting the rails. This tie 2 may be constructed of any desired or preferred material, and is of a substantially rectangular formation having its face adjacent its opposite ends provided with rail flange and web engaging lugs 3. These lugs 3 overlie the face of the tie 2 and are each of a width corresponding to the width of the ties adjacent their ends. The lugs have substantially vertical inner faces 4 which are each adapted to engage with the webs upon the outer faces of the rails, and the said lugs are each provided with an inclined wall 6 which terminates with the horizontally straight face of the tie and which is adapted to engage with the outer base flange of the said rail 1.

The ties 2 have their bottom portions adjacent their ends provided with a longitudinally extending stepped portion 7, the same being adapted to serve as a holding means for the ballast of the railbed and to prevent both the longitudinal and lateral movement

of the tie when the latter is in position upon the bed.

The numerals 8 and 9 designate the inner rail securing members. These members, when placed together equal the distance between the inner webs and base flanges of the rail members 1, and each of the said members 8 and 9 is pivotally connected with the tie 2 as at 10. The members 8 and 9 have their faces adjacent the lugs 3 vertical as at 11 and their under faces inclined toward the horizontally straight lower faces of the said members 8 and 9, as indicated by the numeral 12. The meeting ends of the said members 8 and 9 are cut away transversely and longitudinally to provide the projecting fingers 13 and the space between the inner wall of the finger and the outer wall of each of the members so as to provide what may be termed a pocket 14. The cut away portions of the members 8 and 9 are arranged in opposite directions and are of a depth approximately equaling one-half of each of the sections so that when the said sections are swung together the faces of both of the sections will be flush. Both of the fingers 14 of the members 8 and 9 are provided with alining openings, and the said openings are adapted for the reception of securing elements such as a bolt 15 and a nut 16. It will be readily apparent that when the rails are positioned upon the tie 1 so as to bring their outer base flanges and webs into engagement with the lugs 3, the closing or swinging together of the members 8 and 9 will tightly and effectively engage the inner flanges and webs of the said rails 1. When the members 8 and 9 are swung together the securing element is placed within the openings of the tongues of the said members and the members effectively locked together and the rails effectively secured upon the tie.

It will be noted that when it is desired to remove one or both of the rails from the tie it is merely necessary to swing the members to the position illustrated in Fig. 3 of the drawings.

Having thus fully described the invention, what I claim as new is:—

A cross tie for railway rails having its ends provided with rail engaging lugs, a pair of rail securing members pivotally connected with the tie adjacent the lugs of the tie, the said members adapted to swing hori-

zontally upon the tie and the inner meeting
ends of the said members being reduced to
provide overlapping extensions having reg-
istering openings, and a removable securing
5 element adapted to engage the said open-
ings to retain the members locked one upon
the other.

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

ARCHIE B. McKAUGHAN.

Witnesses:

WM. STEWART,
JOHN G. MCCOY.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."
