H. H. PARRY.

RAILWAY TIE.

APPLICATION FILED NOV. 28, 1910.

999,250. Patented Aug. 1, 1911.

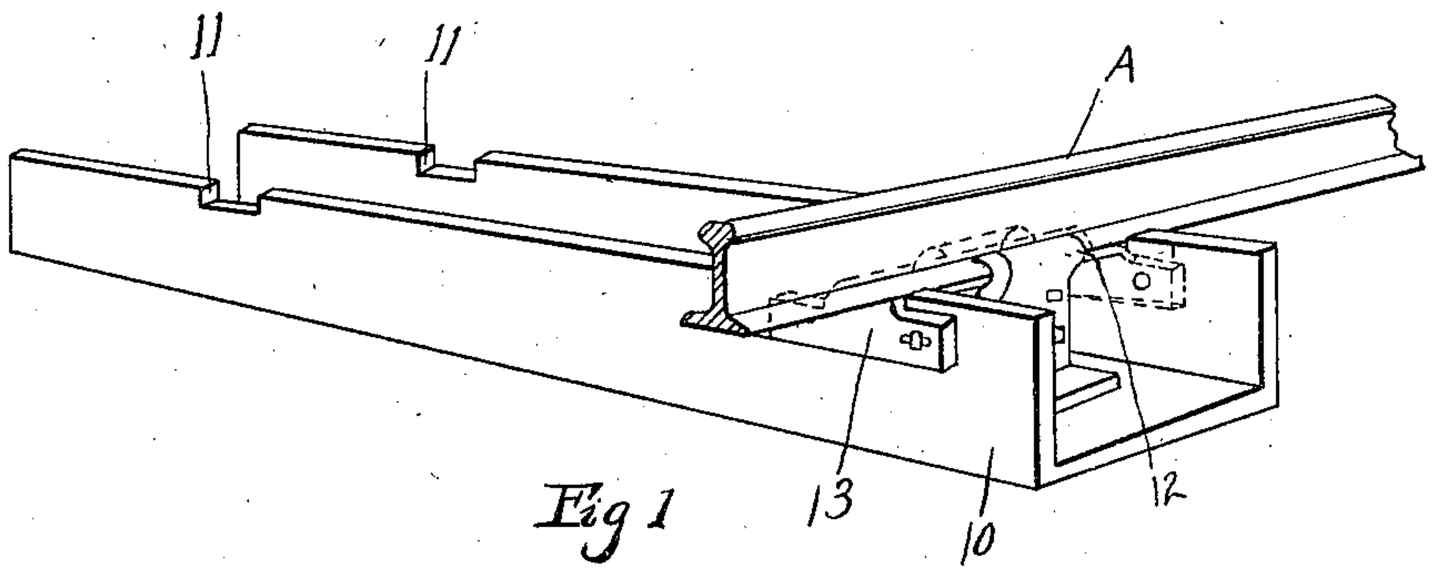

Fig 1

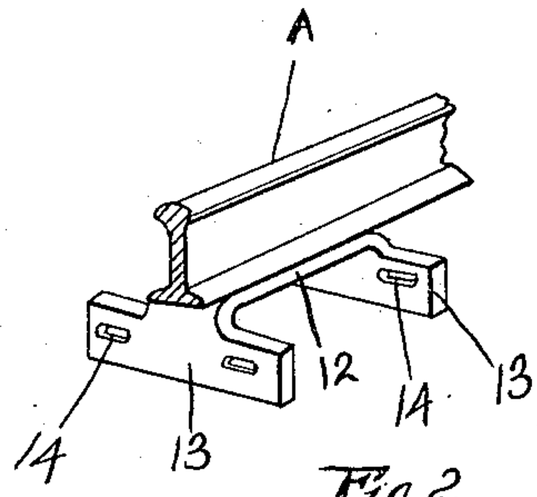

Fig. 2

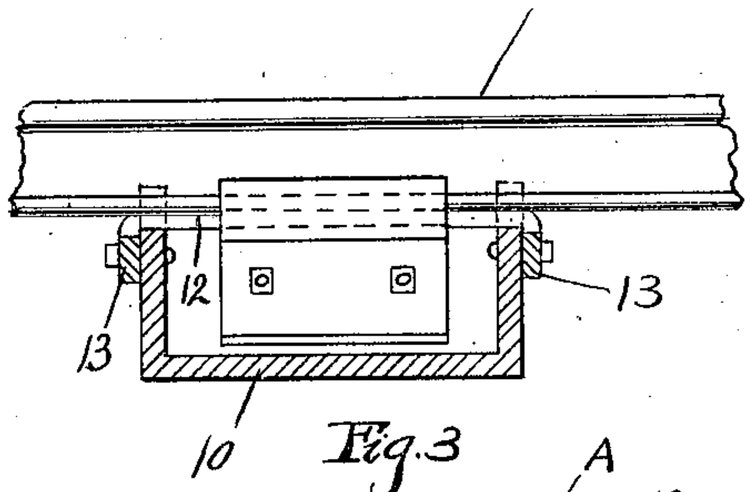

Fig. 3

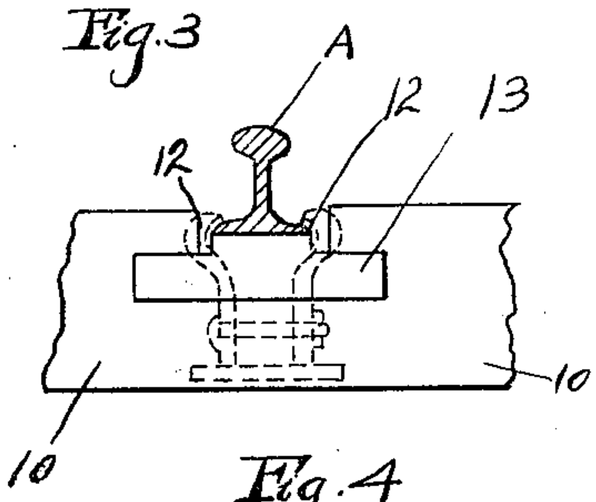

Fig. 4

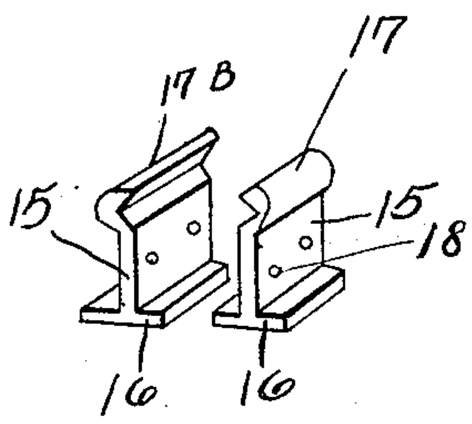

Fig. 5

Witnesses

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UNITED STATES PATENT OFFICE.

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RAILWAY-TIE.

999,250. Specification of Letters Patent. Patented Aug. 1, 1911.

Application filed November 28, 1910. Serial No. 594,438.

To all whom it may concern:

Be it known that I, HARVEY H. PARRY, a citizen of the United States, residing at Flint, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Railway-Ties, of which the following is a specification.

This invention relates to railway ties and it is designed to construct a simple, durable and inexpensive tie from which the rails may readily be removed.

It also contemplates the construction of a tie of this nature, the component parts of which may be replaced when the same become broken or otherwise damaged.

With the above and other objects in view, this invention consists in the construction, combination and arrangement of parts, all as hereinafter more fully described, claimed and illustrated in the accompanying drawings, wherein—

Figure 1 is a perspective view of a tie embodying the present invention, Fig. 2 is a similar view of the bridge carrying the rail, Fig. 3 is a vertical section through the tie adjustment to the bridge, Fig. 4 is a fragmentary side elevation of the tie and rail, and, Fig. 5 is a perspective view of the clamps engaging the base of the rail and the bridge.

The railway tie forming the subject matter of the present invention, comprises a channel bar having oppositely disposed depressions in the upper edges of the sides thereof, adjacent to the terminals. A transversely arranged bridge is disposed in each set of depressions and is secured therein by bolting the terminals to the sides of said channel bar. The rails are laid upon these bridges and are secured thereto by clamps which engage the base of the rail and the bridge.

Referring more particularly to the drawings, 10 indicates a channel bar of any suitable construction, having the oppositely disposed recesses 11 in the upper edges of the sides thereof and adjacent to each terminal. A bridge 12 is received in each set of the openings 11 and comprises a metal strip having the transverse members or bars 13, at each terminal thereof, said transverse bars being bent vertically and adapted to rest flush against the sides of the channel bar 10. The transverse bars 13 are provided adjacent to each terminal thereof with the longitudinal slotted opening 14, through which the bolts project which secure said transverse bars to the sides or arms of the channel bar 10.

The rail indicated generally as A, is laid upon a central portion 12 of the bridge and is secured thereon by the clamps designated generally as B. One of these clamps is secured on each side of the rail and bridge, each pair thereof being connected together by a series of bolts, thereby rigidly securing the base of the rail to the intermediate or horizontal portion 12 of the bridge. These clamps comprise a vertical plate 15 having at its lower terminal, the transverse base 16 and at its upper terminal, the outwardly extending U-shaped engaging member 17, said engaging member adapted to embrace the base of the rail A and the central horizontal portion 12 of the bridge. There are two of these clamps to each rail and as heretofore described, one is placed upon each side of the rail and bridge, the engaging member 17 embracing the bridge and the base of the rail, said clamps being retained in this position by bolts passed through the openings 18 located centrally in the plate 15. When the clamps are in their operative position, the inner edges of the bases 16 thereof, abut one against the other, thus forming a rigid and secure structure.

What I claim, is—

1. A railway tie comprising a channel member, bridges removably mounted transversely upon said channel member and complemental clamping hooks having vertical body portions and angularly disposed feet extending to either side of said body portions and free of the base of said member.

2. A railway tie comprising a channel member, transverse bridges removably mounted upon the longitudinal edges of said channel member, transverse clamps for clamping rails to said bridges comprising vertical body portions, and feet thereon adapted to contact for centering purposes when in inoperative position.

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

HARVEY H. PARRY.

Witnesses:

J. A. ALLEN,

A. F. ALLEN.