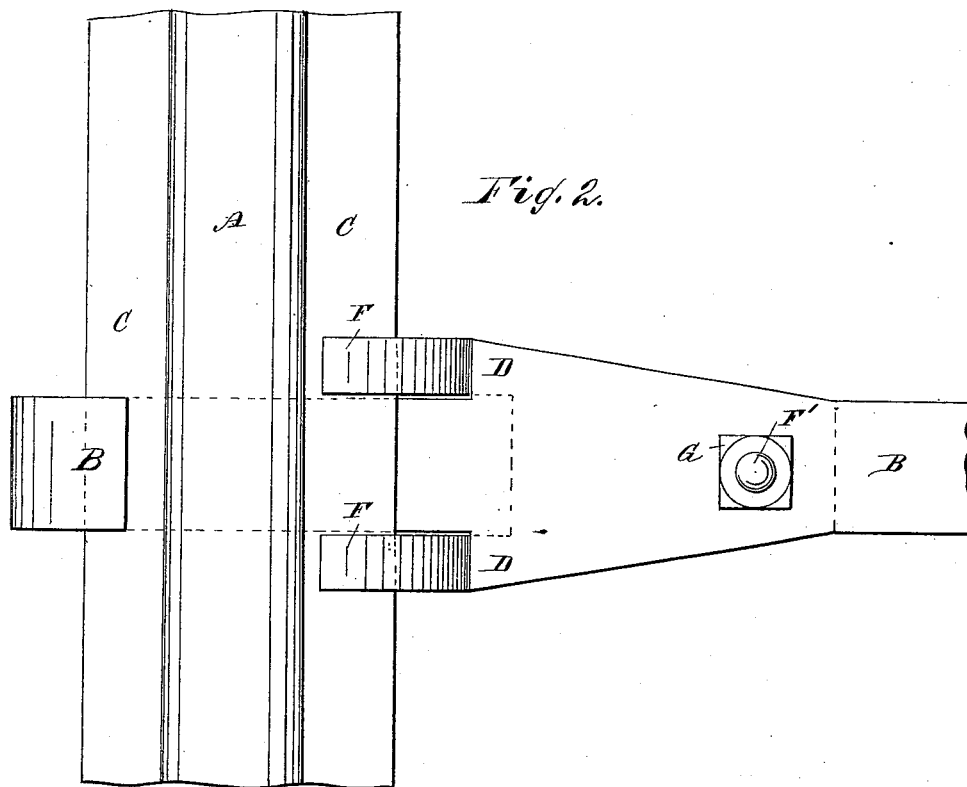
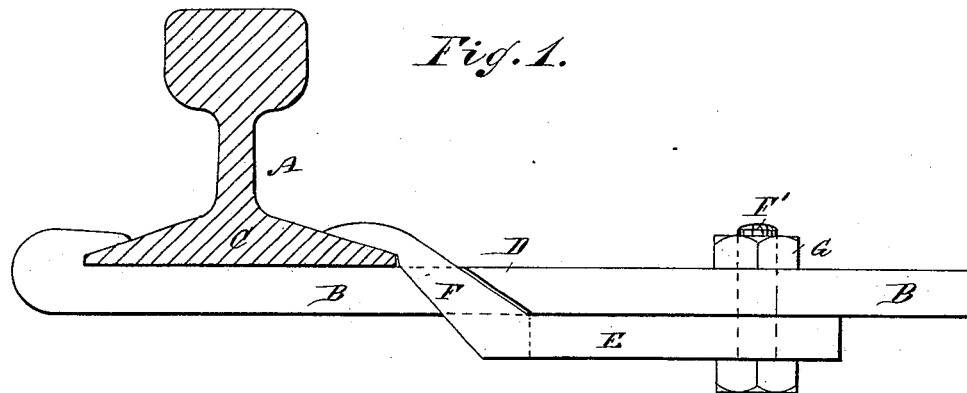


(No Model.)

E. D. SAMAIN.
TIE BAR FOR RAILROAD RAILS.

No. 265,543.

Patented Oct. 3, 1882.



WITNESSES:

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E. DANIEL SAMAIN, OF PIERCEVILLE, KANSAS.

TIE-BAR FOR RAILROAD-RAILS.

SPECIFICATION forming part of Letters Patent No. 265,543, dated October 3, 1882.

Application filed March 1, 1882. (No model.)

To all whom it may concern:

Be it known that I, E. DANIEL SAMAIN, of Pierceville, in the county of Sequoyah and State of Kansas, have invented a new and Improved Tie-Bar for Railroad-Rails, of which the following is a full, clear, and exact description.

The object of my invention is to provide a new and improved tie-bar for uniting the movable rails of switches and other purposes.

The invention consists in a bar having its ends bent over the outer edges of the bases of the rails, combined with a plate attached to the under side of the bar, and provided with upwardly-inclined prongs or clips overlapping the inner edges of the bases of the rails, whereby the rails will be held firmly on the bar. The plate is held on the bar by means of a bolt in such a manner that the upper surfaces of the prongs or clips rest against beveled shoulders on the bar a short distance from the inner edges of the rails.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a longitudinal elevation of one end of my improved railroad-rail tie-bar. Fig. 2 is a plan view of the same.

The rails A rest on a transverse bar, B, the ends of which are bent over the bases C of the rails at the outer edges of the same, and thus hold the rails and prevent them from spreading. The bar B is widened a short distance from the inner edge of the base of the rail to form two shoulders, D, one on each edge of the bar B, a short distance from the inner edge of the base of the rail. The end edges of the shoulders D are beveled downward from the inner side of the rail toward the middle of the track, as shown in Fig. 1. A plate, E, is provided at one end with two upwardly-inclined clips or prongs, F, separated a distance equal to the width of the bar B, so that when the plate E is placed under the tie-bar B the clips

or prongs F project upward at each side of the bar B, between the shoulders D and the inner edge of the base C, and will rest on or overlap the base C, as shown. The upper surface of the inclined clips or prongs F will rest against the beveled surfaces of the shoulders D. The plate E is held and locked in this position by means of a bolt, F', and nut G, which bolt passes through the bar B and the plate E. The rail A will thus be held firmly by the overlapping part of the bar B and by the clips or prongs F of the plate E. If the tie-bar B is to be removed from the rails, the bolt F' is withdrawn to permit sliding the plate E downward and inward—that is, toward the middle of the track. The rail A can then be moved toward the middle of the track to disengage it from the overlapping part of the bar B. If by accident the bolt F' should become loosened or the prongs or clips F break, the overlapping parts of the bar B will prevent spreading of the rails.

This tie-bar can be attached to and detached from the rails very rapidly and easily without hammering or wedging, and the bar is not damaged by being attached to or detached from the rails, and holds the rails firmly.

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

The combination, with the rails A, of the bar B, having its ends bent over the outer edges of the bases of the rails, and provided with beveled shoulders D a short distance from the inner edges of the bases of the rails, of the plates E, fastened to the under side of the bar B, and provided with inclined prongs or clips F, resting on the inner edges of the bases of the rails and of the bolts F', substantially as herein shown and described, and for the purpose set forth.

E. DANIEL SAMAIN.

Witnesses:

LEVI WILKINSON,
MOSES A. COX.