(No Model.)

H. D. DASHER.

RAILWAY TIE.

No. 491,041. Patented Jan. 31, 1893.

Fig. 1.

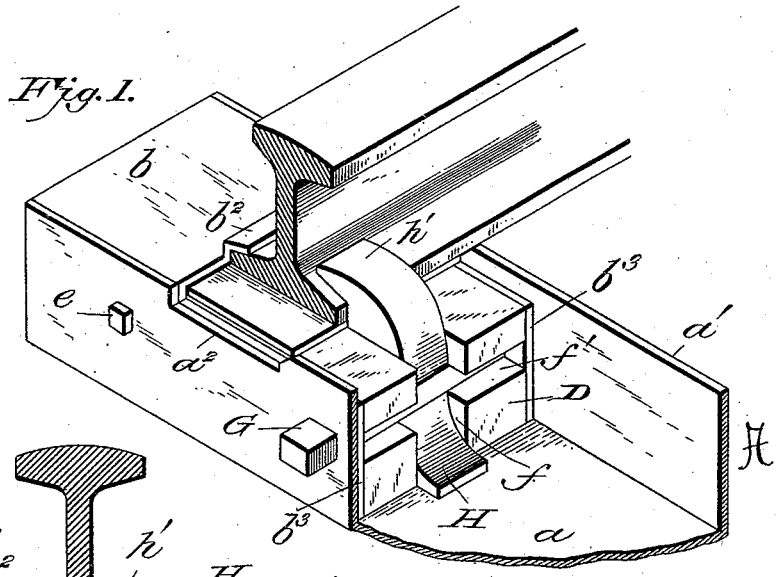


Fig. 2.

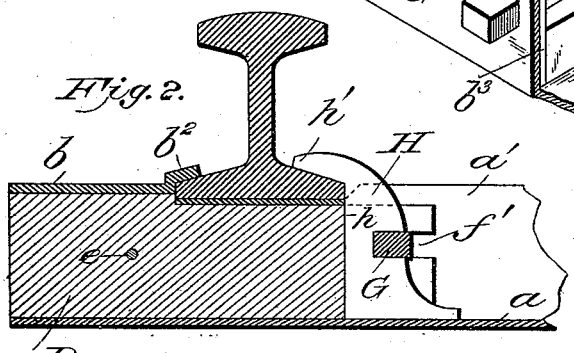


Fig. 3.

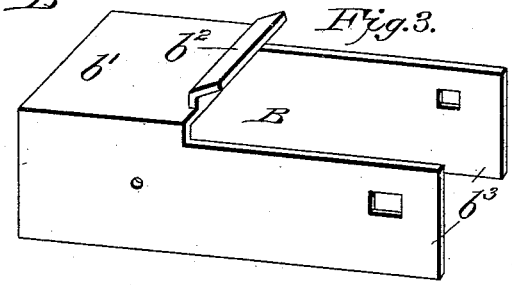
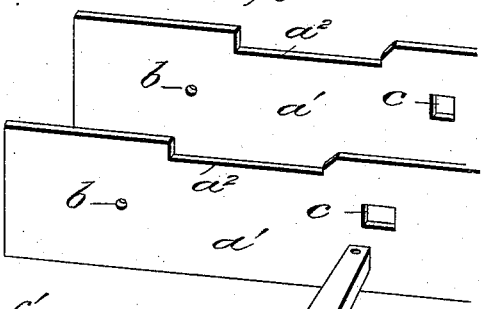


Fig. 5.



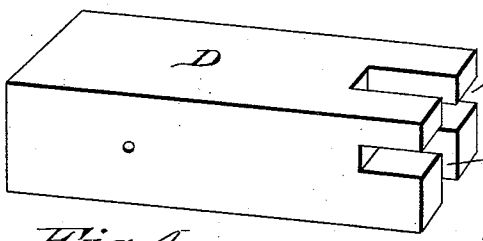
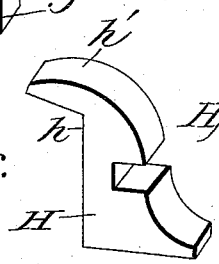


Fig. 4.

Fig. 6.



Witnesses
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Inventor
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UNITED STATES PATENT OFFICE.

HIRAM D. DASHER, OF MIDDLETOWN, ASSIGNOR OF ONE-HALF TO SAMUEL P. FOWLER, OF JENKINTOWN, PENNSYLVANIA.

RAILWAY-TIE.

SPECIFICATION forming part of Letters Patent No. 491,041, dated January 31, 1893.

Application filed October 27, 1892. Serial No. 450,124. (No model.)

To all whom it may concern:

Be it known that I, HIRAM D. DASHER, a citizen of the United States of America, residing at Middletown, in the county of Dauphin and State of Pennsylvania, have invented certain new and useful Improvements in Railway-Ties; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

This invention relates to improvements in metallic railway ties.

The object of the invention is to provide a sheet or wrought metal tie which will contain a block of wood upon which the rail rests, said block of wood being rigidly secured within the tie, as well as the rail upon the same; and the invention consists in the special construction and combination of the parts, as will be hereinafter fully set forth and particularly pointed out in the claims.

In the accompanying drawings forming part of this specification: Figure 1 is a perspective view of a railway tie constructed in accordance with my invention. Fig. 2 is a longitudinal sectional view. Figs. 3, 4, 5, and 6 are detail perspective views showing the parts detached.

A designates the tie proper, which consists of a bottom plate a and vertically disposed side plates a' a'. The side plates are cut away or recessed as shown at a^2 within which the base flange of the rail rests, one of the vertical walls of each recess being beveled to permit the base flange of the rail to be passed under the projecting portion of a plate or section secured to the tie and into the recesses.

Below the recesses a^2 each side plate is provided with an aperture b and a slot c, which are located on each side of said recesses, the aperture and slot in one plate being smaller than the aperture and slot in the other plate so as to receive tapered or wedge-shaped locking keys.

B designates a bent plate or section the horizontal portion b' of which is extended to form a hook b^2 beneath which the base flange of the rail lies when it is placed in the recesses a^2. The depending side pieces b^3 of the section B are provided with apertures and slots which register with the apertures b and slots c in the tie.

D designates a block of wood of such a size that it will fit snugly within the section B, and said block is provided with an aperture which registers with the apertures in the tie A and section B, through which passes a bolt e for securing these parts together. The block is provided at its inner end with a vertical recess f and a horizontal recess f', and through the horizontal recess passes a wedge-shaped locking key G, which also passes through the slots in the tie and section B, said locking key holding in place a clamp H having a hooked end which bears upon the base flange of the rail on the opposite side from the hook b^3 of the section B. This clamp has a flat base which is adapted to rest upon the bottom plate of the tie, a straight vertical wall h which bears against the wooden block, and the hook h' hereinbefore referred to. The upper side of the wooden block where the rail rests may be provided with a strip of elastic material.

This invention is designed as an improvement upon my patent dated April 14, 1891, and what I claim as new, and desire to secure by Letters-Patent, is:

1. In a railway tie, the combination of the metal tie A having vertically disposed side pieces, of a metal section B having a horizontal portion and depending side plates, a block D secured within the section B, one end of said block being adapted to receive a clamp, and means substantially as shown for locking the parts together.

2. In a railway tie, the combination of the metal tie having vertical sides, a section B having a horizontal portion and depending sides, a block D having a vertical recess f, a bolt or pin securing the parts A B and D together, and a clamp secured removably within the recess f by a tapered locking pin, the parts being organized substantially as shown and for the purpose set forth.

3. In combination with a metallic railway tie having a base and vertical sides, said sides having apertures b and slots c, a metallic sec-

tion or plate B having a horizontal portion extended to engage with a rail and vertical sides which are provided with apertures and slots which register with the apertures and slots in the tie and section B, and a block D located within the section B and having at one end a horizontal recess and a vertical recess, and a clamp H adapted to rest upon the base of the tie and engage with the rail and be engaged by a tapered locking key which passes through the slots in the tie A and section B and through the horizontal recess in the block, substantially as shown.

4. In combination with a railway tie made up of the parts A and B which are connected to each other and retain a wooden block, the upper side of said block carrying an elastic strip upon which the rail rests, together with a removable clamp H, substantially as shown, and for the purpose set forth.

5. In combination with a tie A having upwardly projecting side pieces with recesses a^2, a bent plate or section B adapted to lie within the side pieces of said tie, said section having depending sides and a horizontal portion which is cut away and bent to form a hook b^2 which engages the rail, a wooden block D having a vertical recess within which lies a clamp H, said clamp having a hooked end which engages the rail on the opposite side from the hook b^2 and a base which rests upon the base of the tie, together with a locking key adapted to pass through the tie A, section B, wooden block D and clamp H to hold the parts in engagement with the base flange of the railway rail, substantially as shown.

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

HIRAM D. DASHER.

Witnesses:

MICHAEL BARBUSH,

FILIPPO MANFREDI.