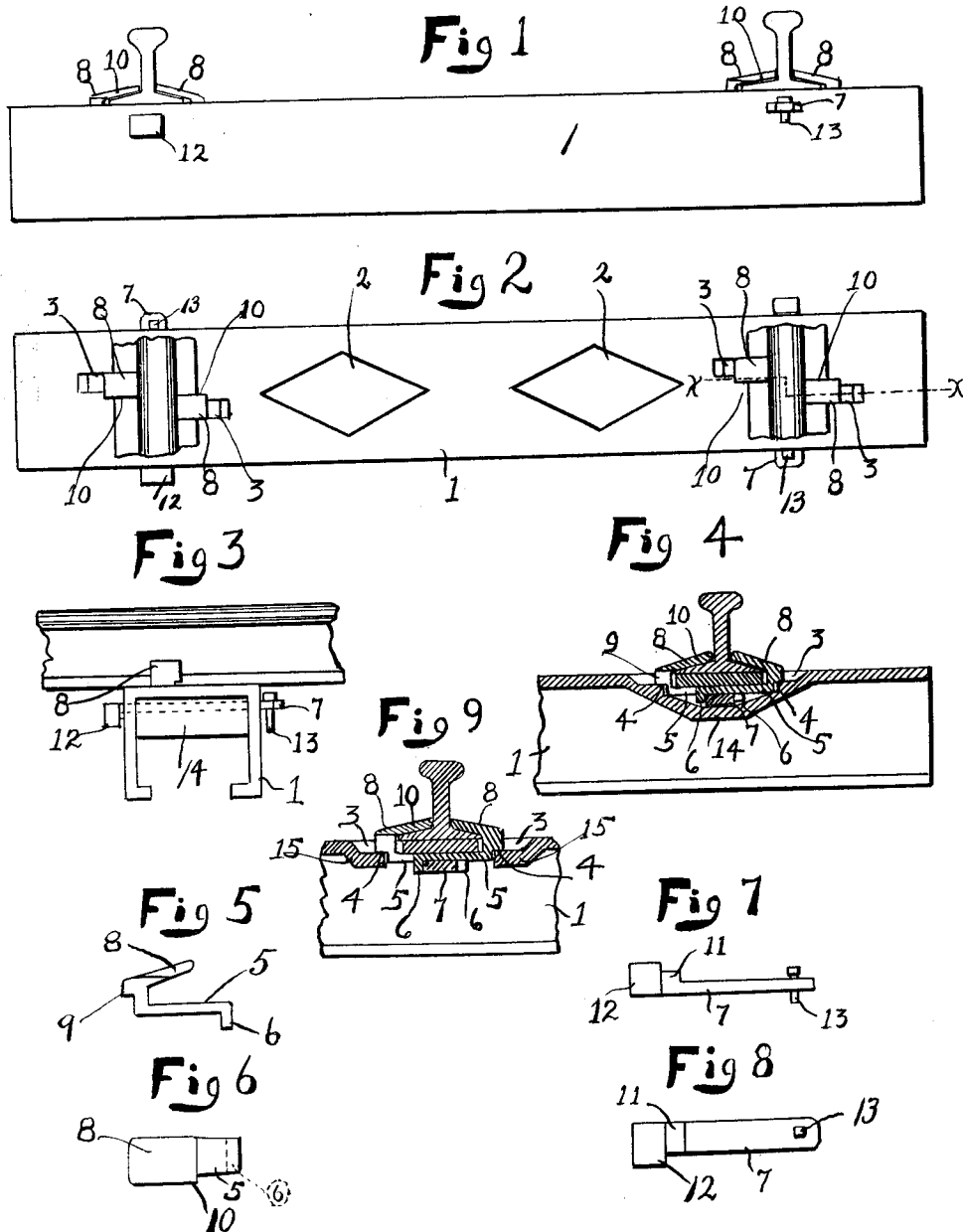


M. J. NUNES.
RAIL TIE CLIP.
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1,051,437.

Patented Jan. 28, 1913.



WITNESSES
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RAIL-TIE CLIP.

1,051,437.

Specification of Letters Patent.

Patented Jan. 28, 1913.

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To all whom it may concern:

Be it known that I, MANUEL J. NUNES, a citizen of the United States, residing at Niles, in the county of Alameda and State of California, have invented a new and useful Rail-Tie Clip, of which the following is a specification in such full and clear terms as will enable those skilled in the art to construct and use the same.

10 This invention relates to a device for securing rails to ties and its object is to provide a device which will be simple in construction and easily applied to the rails, and which will be practically indestructible.

15 Another object of the invention is to produce a tie securing device therefor which will always secure the two rails thereon at a fixed distance apart, thus dispensing with the necessity for spacing measurements in setting the rails, each tie having the securing device thereon set the proper distance apart.

In the drawings in which the same numeral of reference is applied to the same portion throughout the several views, Figure 1 is a side view of a tie, being equipped with this securing device. Fig. 2 is a plan view of such a tie. Fig. 3 is an end view of the tie and a portion of a rail secured thereto. Fig. 4 is a longitudinal sectional view on lines X—X, Fig. 2 of a tie, showing the pockets in which the securing devices are seated, Fig. 5 is a side elevation of one of the securing clips. Fig. 6 is a plan view of one of the securing clips. Fig. 7 is a side elevation of one of the securing keys. Fig. 8 is a plan view of one of the securing keys, and Fig. 9 is a longitudinal sectional view on lines X—X, Fig. 2 of a channel iron having its securing device applied thereto, the previous forms of the invention being carried out in cast iron.

The numeral 1 represents the tie proper, which is channeled as indicated in the end view of Fig. 3. This tie has openings 2 in its upper side to lighten the weight as much as possible, while adjacent each end are pockets 3, there being two pockets at each end of the tie. These pockets have a shoulder at 4 placed far enough from the top flange of the tie to permit the insertion into the pocket of a limb 5 of the securing clip. The securing clip is provided with a downwardly projecting lug at 6, which is adapted to come into contact with the key 7. Extending upwardly from the portion 5 is

an arm 8 so shaped as to pass over the top of the bottom flange of the rail to touch the web thereof. This arm 8 is provided with a shoulder at 9 and with an overhanging portion as indicated at 10, the object being to have some portion of each clip immediately opposite a portion of the adjoining clip, in order to prevent any twisting moment on the rail secured to the tie. The overhanging portions 10 of two clips extend beyond the center line of the tie as indicated in Fig. 2. After the clips have been inserted in position, the key 7 is drawn through an opening in the tie and secures both clips in place.

In order to insure the key 7 being drawn into the tie in the proper direction, each key is provided with an enlarged portion as shown at 11, so that it can only be driven home when put into the opening of the tie in one direction, and in order to have all of the ties alike it is arranged that one key shall be driven in from one side and the other key from the opposite side. Since the key may be difficult to remove after having rusted in place, it is provided with an enlarged head as indicated at 12 for the insertion of a bar or other implement to withdraw the same, while to prevent its withdrawal, save when desired, a small pin 13 is inserted in one end thereof.

It will be observed that the pockets of the rails are covered from the bottom by means of a flange as shown at 14, but if the rail is made of channel iron as shown in Fig. 9 this flange is not used, and the rail has openings punched therein in which the shoulders 4 are formed as indicated at 15 by punching down a portion of the top of the tie plate, otherwise this tie is precisely the same as the cast tie.

Having thus described my invention what I claim as new and desire to secure by Letters Patent of the United States, is as follows:

1. In a rail tie fastening device, a rail tie having two recesses therein and a transverse opening therethrough, said recesses being upon opposite sides of the center line of said tie, oppositely placed clips adapted to be seated in said recesses, each clip having an arm to pass over the bottom flange of the rail, a shoulder to rest upon the upper portion of said tie, and a single key for tightening both of said clips against the rail, substantially as described.

2. In a rail tie fastening device, a tie having two recesses therein and a transverse opening therethrough adjacent the recesses, two clips seated in said recesses, each clip
5 having a projecting portion which passes beyond the center line of the tie and bears upon the lower flange of the rail, shoulders on each clip to rest in the upper portion of the recess, an arm for each clip adapted to
10 pass through said recess, and a single key

to secure both of said clips against the rail, substantially as described.

In testimony whereof I have hereunto set my hand this 1st day of November A. D. 1911, in the presence of the two subscribed
15 witnesses.

MANUEL JOSEPH NUNES.

Witnesses:

EDNA BLISS,

C. A. LOCAN.

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