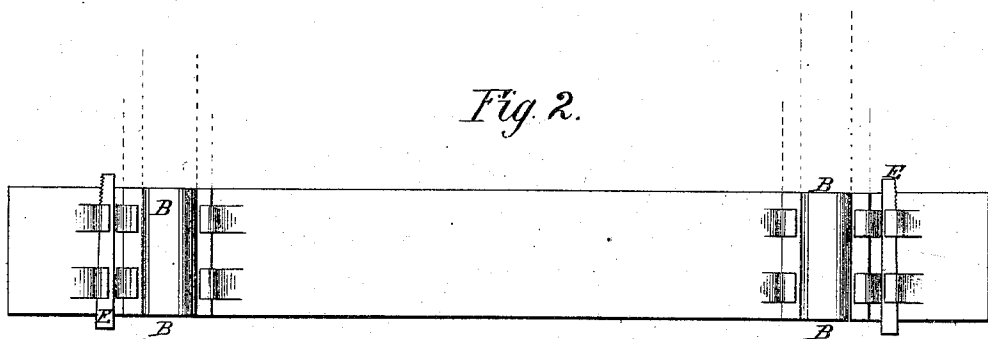
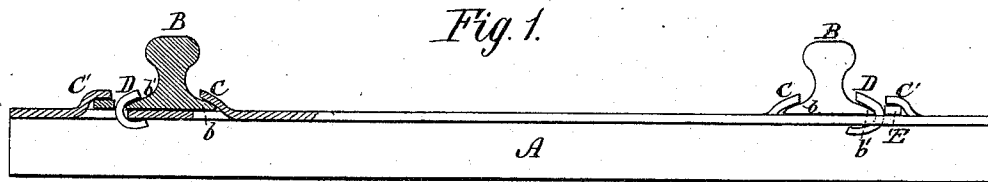


H. REESE.
Railway-Tie.

No. 163,254.

Patented May 11, 1875.



WITNESSES:

W. W. Hollingsworth
John C. Kemmon

INVENTOR:

Henry Reese
BY *Henry T. B.*

ATTORNEYS.

UNITED STATES PATENT OFFICE.

HENRY REESE, OF BALTIMORE, MARYLAND.

IMPROVEMENT IN RAILWAY-TIES.

Specification forming part of Letters Patent No. **163,254**, dated May 11, 1875; application filed April 2, 1875.

To all whom it may concern :

Be it known that I, HENRY REESE, of Baltimore city, State of Maryland, have invented a new and Improved Railroad Cross-Tie; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, forming a part of this specification, in which—

Figure 1 is a side elevation, partly in section; Fig. 2, a plan view.

The object of this invention is to furnish at a minimum cost an iron cross-tie, practically indestructible and permanent, in place of those made of timber, which last but a few months, and whose renewal is a source of great and never-ending expense to the railroad corporations.

A represents a T-iron cross-tie, on which are placed, at the proper interval, rails B B, whose inner base-flanges *b b* are overlapped and held by the fixed and bent lugs C, while the outside ones *b' b'* are retained by the adjustable clamps D. The tapering plates or wedges E E pass under, while they are also guided and held by, the bent lugs C', fixed to

the cross-tie, thus being readily tightened against the clamp D by being driven inwardly. These wedges are serrated on one edge, to prevent the tendency to work out by jolts and jars.

It will be perceived that the body of the cross-tie is made of a rolled iron girder of T cross-section. It is proposed to cut these cross-ties from the girders as they come from the rolls while hot, and to stamp the lugs C C at the same handling. Then, while still warm, the ties are to be immersed in a bath of melted asphalt or some other weather-proof paint, thus insuring their being able to resist rust by exposure in use.

What I claim is—

A T-iron railroad cross-tie provided near each end with oppositely-facing bent lugs C C', in combination with the U-shaped clamps D and wedges E, as and for the purpose specified.

HENRY REESE.

Witnesses:

THOS. L. REESE,
JOHN E. REESE, Jr.