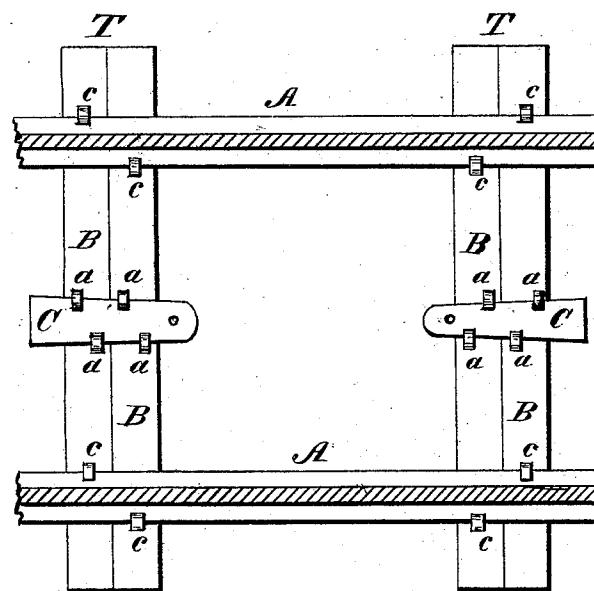


C. HANSHAW.  
Railroad Ties.

No. 218,878.

Patented Aug. 26, 1879.



WITNESSES

D. P. Cowl  
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# UNITED STATES PATENT OFFICE.

CHAUNCEY HANSHAW, OF DRYDEN, NEW YORK.

## IMPROVEMENT IN RAILROAD-TIES.

Specification forming part of Letters Patent No. **218,878**, dated August 26, 1879; application filed July 1, 1879.

*To all whom it may concern:*

Be it known that I, CHAUNCEY HANSHAW, of the town of Dryden, in the county of Tompkins and State of New York, have invented certain new and useful Improvements in Railroad-Ties; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawing, and to the letters of reference marked thereon, which forms a part of this specification.

My improved tie is made of iron or steel; and each tie consists of two sections secured together side by side.

In the drawing, Figure 1 represents a plan view of a section of a railroad-track, showing my improved tie with rails laid and secured thereon as when in use.

The rails are represented by A A. T T represent the ties, each tie consisting of the double iron or steel plates B B. These plates B B are secured together by key C, driven under and between the clips or fasteners a a and securely fastened.

The rails are firmly secured to the ties by means of the clips c c, which are raised high enough to catch the flanges of the rail-base.

The clips c c are so arranged that those upon a single section, B, of the tie are turned in the same direction, but in an opposite direction to those upon the adjacent section of the same tie, and so placed that when the rails A A are put in position the clip at one end of a section, B, secures the outer flange of the rail

upon that side of the track, while the clip at the other end of the same section secures the inner flange of the opposite rail.

The advantages of this invention over the wooden tie, both as to stability and durability, are apparent. There is no decay of wood or loosening of spikes; and by the arrangement of the clips c c rails can be removed and replaced with great ease and dispatch. By removing the key C of a single tie and slightly moving a single section, B, of the tie longitudinally, either rail resting upon such tie is released, and can be readily taken out.

Having thus described my invention, I claim—

1. A double metallic railroad-tie, T, consisting of the two sections B B, secured together with key C and having the clips a a and c c, all made and arranged substantially as and for the purposes described.

2. A railroad-tie consisting of two adjustable iron or steel plates, B B, secured together and having the rail-clips c c, substantially as described.

3. The double metallic railroad-tie T, having clips c c and a a, in combination with key C, substantially as and for the purposes described.

In testimony that I claim the foregoing as my own I hereunto affix my signature in presence of two witnesses.

CHAUNCEY HANSHAW.

Witnesses:

R. H. DUELL,  
GEO. B. JONES.