(No Model.)

J. J. DU BOIS.

RAILWAY TIE.

No. 292,421. Patented Jan. 22, 1884.

Fig. 1.

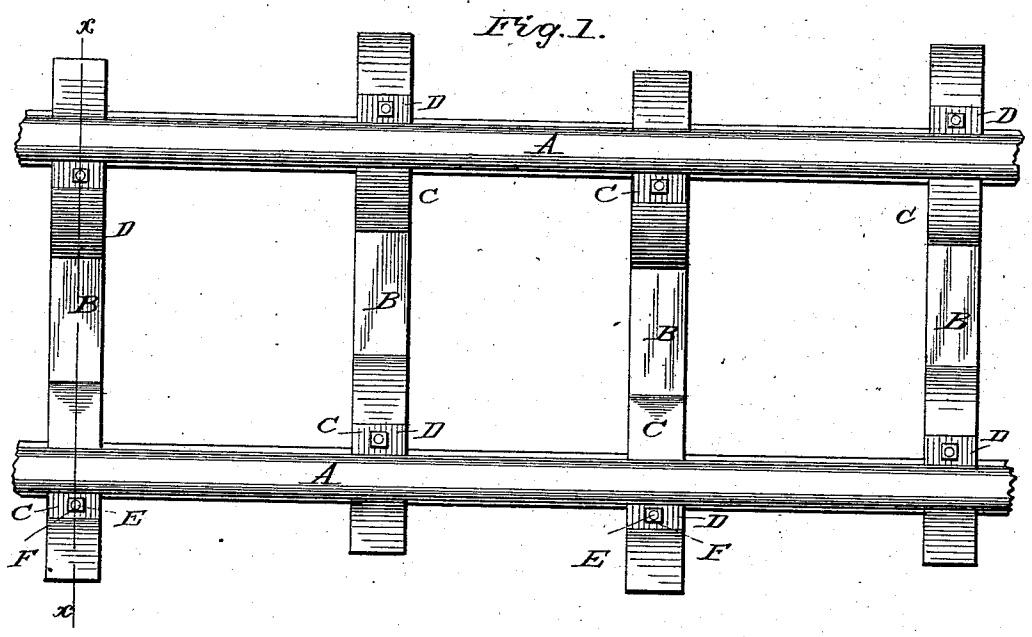


Fig. 2.

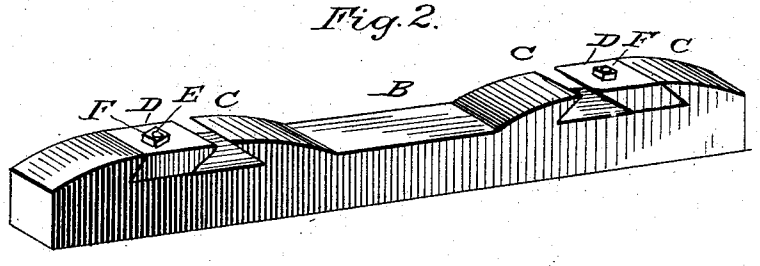
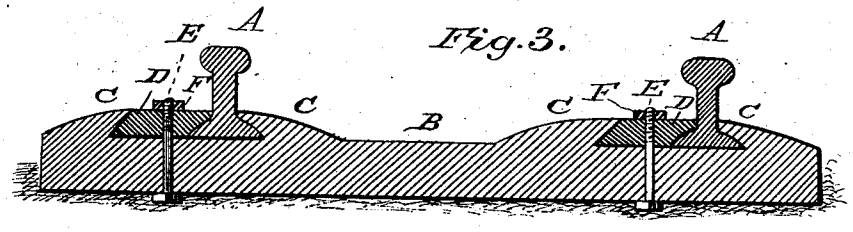


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JAMES J. DU BOIS, OF SPRINGTOWN, NEW YORK.

RAILWAY-TIE.

SPECIFICATION forming part of Letters Patent No. 292,421, dated January 22, 1884.

Application filed August 28, 1883. (No model.)

To all whom it may concern:

Be it known that I, JAMES J. DU BOIS, a citizen of the United States, and a resident of Springtown, in the county of Ulster and State of New York, have invented certain new and useful Improvements in Railway-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 drawings, which form a part of this specification, and in which—

Figure 1 is a plan or top view of a portion of a railway-track laid upon my improved ties. Fig. 2 is a perspective view of one of the ties removed from the track; and Fig. 3 is a vertical cross-section through line *x x* in Fig. 1.

Similar letters of reference indicate corresponding parts in all the figures.

My invention has relation to the construction of railway-tracks or permanent ways; and it consists in an improved construction of the ties or sleepers which support the rails, as hereinafter more fully described and claimed.

In the accompanying drawings, A denotes the rails of a railway-track, and B the ties. The latter are made of metal, or other suitable material possessing the requisite degree of strength and durability, each tie being recessed at opposite ends to form the rail-chairs C, which are provided with the locking-blocks or rail-seats D, for locking the rail firmly in its position in the chair. These locking-blocks D are made of such a shape as to be rhomboidal in section, as clearly shown in the drawings, and are fastened upon the body of the ties, after being placed in position in the rail-chair, by means of bolts E and nuts F, the bolts being inserted through the ties from their under side, and the nuts being screwed down against the side of the blocks D. By reference to Fig. 1 of the drawings it will be seen that these holding-blocks are disposed alternately on opposite sides of the rails and rail-chairs C. By this arrangement of the rail-chairs and their blocks I greatly facilitate both laying and removing of the track, and also effectually prevent spreading of the rails. Another advantage is that the ties will form a perfect and exact gage for the track, so that no spacing is necessary, as the rails are bound to be the proper distance apart simply by placing them in their appropriate chairs in opposite ends of the ties.

It will be seen that by constructing the locking-block D of the shape described and shown, when that edge of the said block which bears against the rail becomes worn through use, the block may be turned or reversed, so as to present a new and unworn edge to bear against the rail, by which arrangement a locking-block of my improved construction will remain serviceable twice as long as one not so constructed.

I am aware that railroad-ties have been heretofore constructed comprising a locking-block adapted to be slid or forced into the space between one side of the rail-chair and the side of the rail, and held in that position by means of a suitable bolt; and I do not therefore claim such construction, broadly; but

What I claim as my invention, and desire to secure by Letters Patent of the United States, is—

The combination of the tie B, provided with the rail-chairs C, the reversible rhomboidal locking-blocks D, and means by which the said blocks are secured in their operative position, as set forth.

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

JAMES J. DU BOIS.

Witnesses:

THEODORE BUDINGTON,

CHARLES D. SLATER.