

(No Model.)

W. H. BAGBY.
RAILROAD TIE.

No. 419,101.

Patented Jan. 7, 1890.

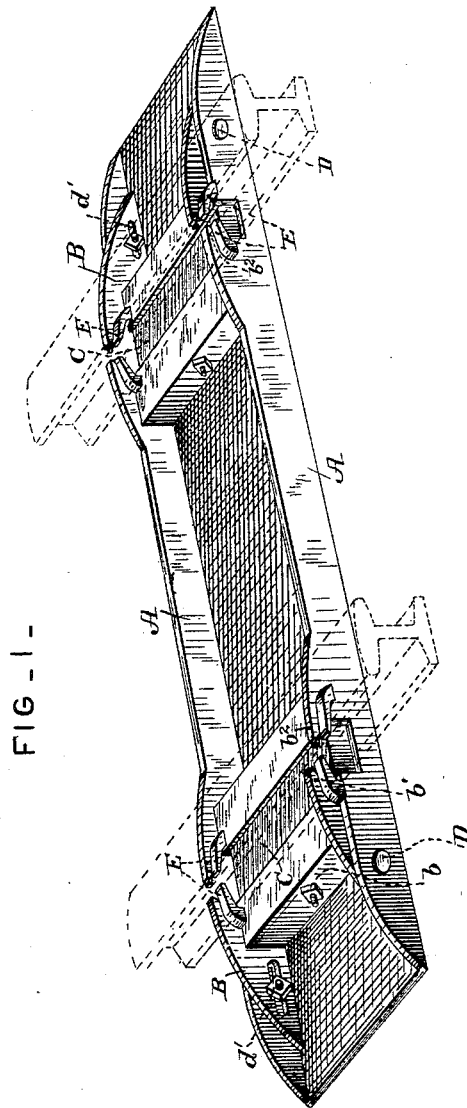


FIG. 1 -

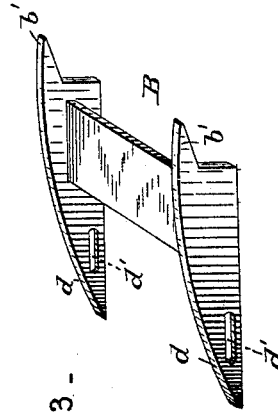


FIG. 3 -

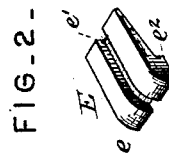


FIG. 2 -

Attest:
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UNITED STATES PATENT OFFICE.

WILLIAM HENRY BAGBY, OF WACO, TEXAS.

RAILROAD-TIE.

SPECIFICATION forming part of Letters Patent No. 419,101, dated January 7, 1890.

Application filed July 10, 1889. Serial No. 317,003. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM HENRY BAGBY, a citizen of the United States, residing at Waco, in the county of McLennan and State of Texas, have invented certain new and useful Improvements in Railroad-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 pertains to a certain new and useful improved metallic railway-tie, being an improvement on the construction shown and described in Letters Patent No. 403,634, granted to me on May 21, 1889; and it has for its object the provision of means for broadening the gage of a road at curves thereof and the production of a metallic tie that is extremely simple in construction and by means of which a rail can be readily removed or secured in place and a firm elastic bearing obtained therefor.

The invention also comprises the details of construction, combination, and arrangement of parts, substantially as hereinafter fully set forth, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a view in perspective of a railroad-tie, showing my invention. Figs. 2 and 3 are enlarged detail views thereof.

Referring to the drawings, A designates the metallic tie or sleeper, preferably of U shape in cross-section, with an open top for reception of ballast.

B B are end caps, designed to fit within the ends of the tie and inclose the outer sides of blocks C resting therein, said caps being secured at their centers by nutted bolts b, as described in my before-mentioned patent. From these caps project overhanging ears b', corresponding to ears b², made integral with the sides of the tie, and their sides have short extensions d, wherein slots d' are

formed. Through these slots d' are passed nutted bolts D, by means of which the caps can be adjusted and securely held at the desired point.

E E are gage-wedges, composed each of a single curved plate e, having a groove e' on its upper side and a lower flange e². The under sides of these wedges are beveled or inclined to conform with the upper surface of the rail-flange. These gage-wedges fit between the flanges of the rails and the overhanging ears, and are used in curves where a broadened or increased gage is necessary, the end caps B for this purpose being adjusted outward.

The advantages of my invention are apparent, and it will be particularly observed that by means of the construction described a broadened or increased gage is readily obtained, and the end caps can be adjusted and firmly secured at any desired point, and can also be easily removed to replace a worn or injured block or a broken or worn rail.

I claim as my invention—

1. A railroad-tie having opposite overhanging ears in each side at its ends and the gage-wedges designed to fit between each of such ears and the flange of a rail, substantially as set forth.

2. As an improvement in railroad-ties having overhanging ears, the gage-wedges having each a groove on its upper side and a lower flange, as set forth, said wedges being fitted between said ears and the flange of a rail, as stated.

3. The combination, with a railroad-tie having overhanging ears, of the end caps also having overhanging ears and slotted extensions, the nutted bolts passed therethrough, and the cushion-blocks, substantially as set forth.

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

WILLIAM HENRY BAGBY.

Witnesses:

JOHN LEHR,
D. A. KELLEY.