

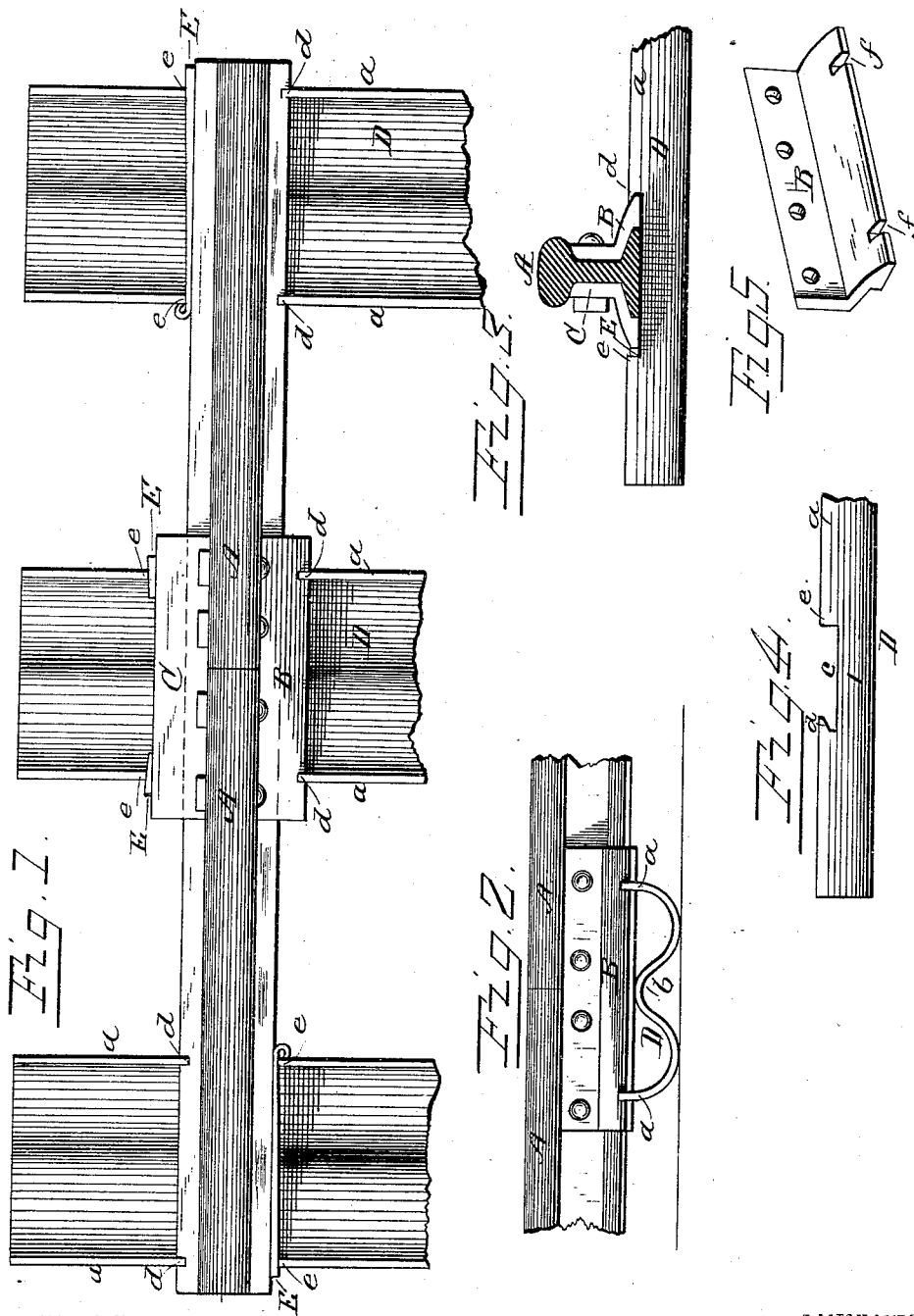
(No Model.)

M. I. CORTRIGHT.

RAILROAD TIE.

No. 265,760.

Patented Oct. 10, 1882.



WITNESSES
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By his Attorney

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UNITED STATES PATENT OFFICE.

MOSES I. CORTRIGHT, OF PORT BYRON, NEW YORK, ASSIGNOR OF ONE-HALF TO J. HERSCHEL WETHEY, OF SAME PLACE.

RAILROAD-TIE.

SPECIFICATION forming part of Letters Patent No. 265,760, dated October 10, 1882.

Application filed March 22, 1882. (No model.)

To all whom it may concern:

Be it known that I, MOSES I. CORTRIGHT, a citizen of the United States, residing at Port Byron, in the county of Cayuga 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 same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a top plan view of my invention; Fig. 2, a side elevation thereof; Fig. 3, an end view with the rail in section; Fig. 4, a detail side view of one of the ties; and Fig. 5, a detail view, in perspective, of one of the fish-plates.

The present invention has relation to certain new and useful improvements in that class of railroad-ties composed of a corrugated plate of metal, upon which the rails rest and are fastened.

The object of the invention is to provide means of fastening and securing the rails to the cross-ties that will be strong, effective, and durable and lessen the danger of the rails working loose from their fastenings by the constant passing of the trains over the track. These objects I attain by the construction substantially as shown in the drawings and hereinafter described.

In the accompanying drawings, A A represent the adjacent ends of two railroad-rails of the form known as the "T-rail," and B C are the fish-plates, having the usual bend, which lap upon the foot of the rail and unite the ends of the sections of rail together by suitable bolts and nuts in the ordinary manner.

The corrugated metal tie D presents its upper edges *a* to the base or foot of the rail A and the fish-plates B C, upon which edges they rest and are supported, thereby greatly increasing the elasticity of the tie when the train is passing over the track. The outer edges *a* of the tie D extend above the central bend, *b*,

so that when they are cut away to form seats *c* said bend and seats will be on the same horizontal plane to support the rail. The seat on one side has a beveled overhanging shoulder, *d*, and upon the opposite side a straight or perpendicular shoulder, *e*. These shoulders, of the form described, greatly facilitate the taking out and replacing the rail, and when the latter is in position, so that the shoulder *d* will overlap the edge of the rail, a metallic wedge, *E*, is driven in between the perpendicular shoulder *e* and base of the rail or fish-plate as the case may be.

The fish-plate B has notches *f* to receive the shoulders *d* of the corrugated tie D to hold the tie stationary while the wedges are being driven tightly in place, these notches being also formed in the edge of the base of the rail where the fish-plates are not used. The bevel overhanging shoulder *d* and perpendicular shoulder *e* are reversed throughout the length of the track—that is to say, every other tie has the bevel overhanging shoulder upon the opposite side of the tie next following, the key or wedge always being used on that side of the tie having perpendicular shoulders, as shown in Fig. 1.

Having now fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The combination, with the rails A and fish-plates B C, having notches *f*, of the corrugated cross-ties D, having their outer upturned edges cut away to form seats *c*, beveled overhanging shoulders *d*, and the perpendicular shoulders *e*, and the wedges *E* for securing the rails to the ties, substantially as and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

MOSES I. CORTRIGHT.

Witnesses:

IRA PECK,
ISAAC E. GUTCHESS.