

(No Model.)

W. McVEY.
RAILROAD TIE.

No. 312,881.

Patented Feb. 24, 1885.

Fig. 1.

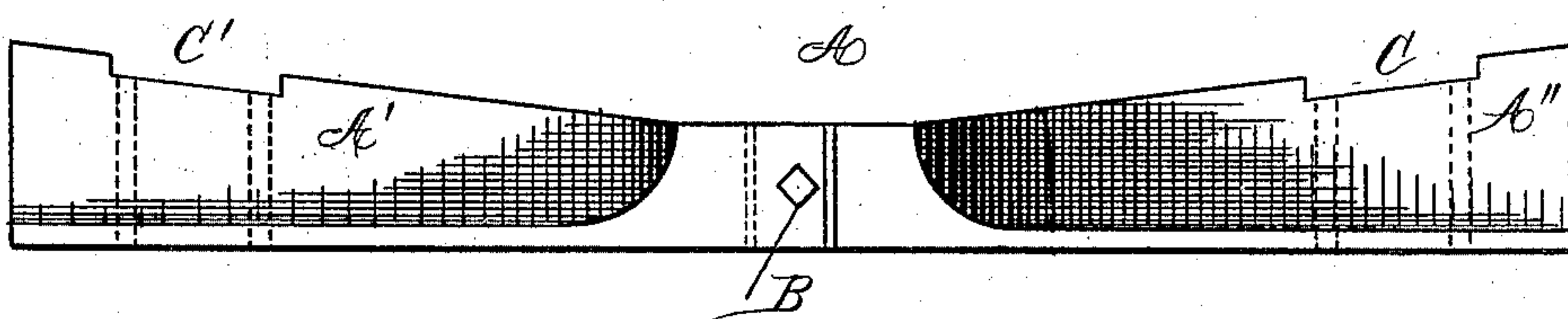


Fig. 2.

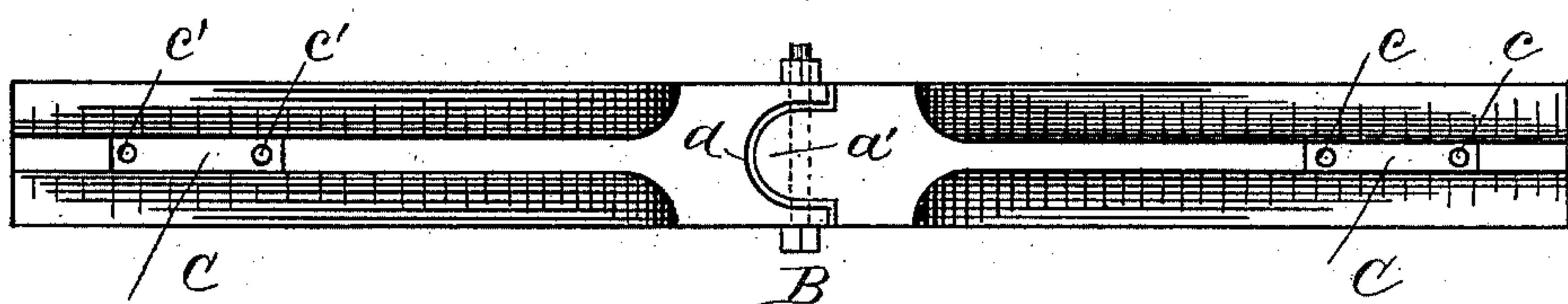


Fig. 3.

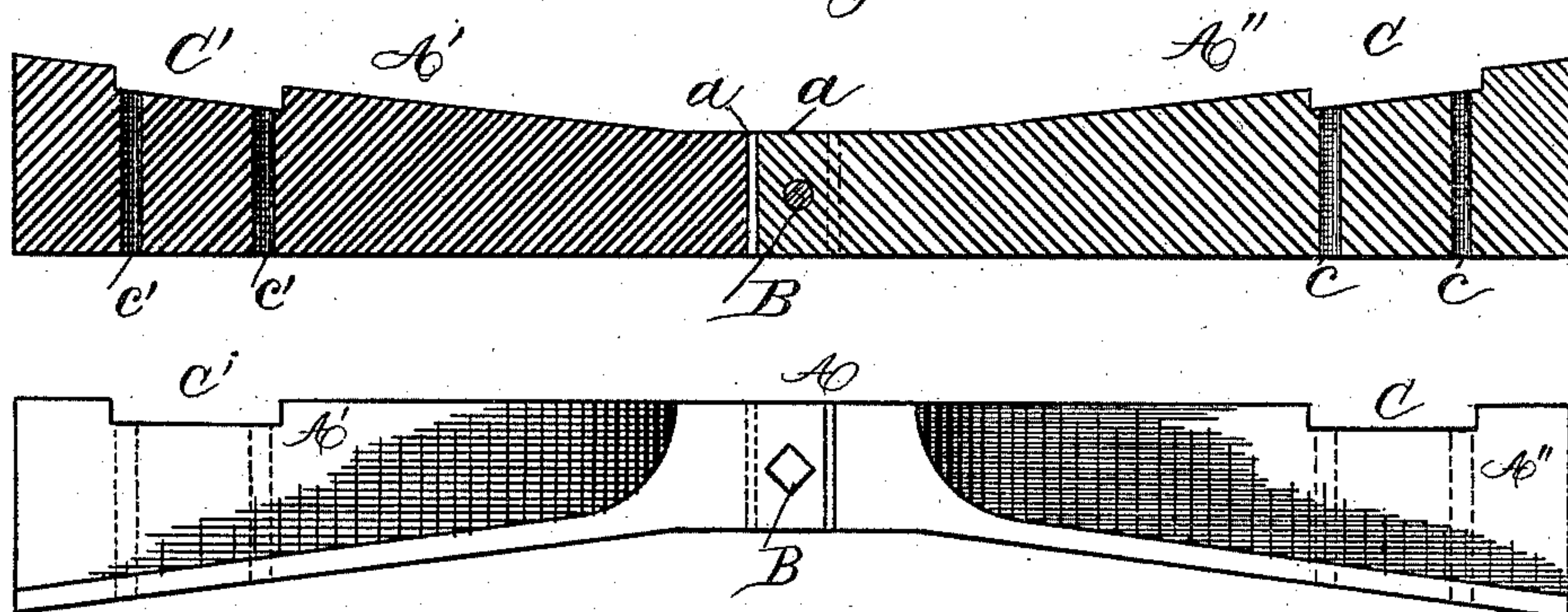


Fig. 4.

Witnesses
John C. Miller
A. L. Reysers

William McVey
Inventor
W. F. Fitzgerald
Attorney.

UNITED STATES PATENT OFFICE.

WILLIAM McVEY, OF HOPKINS, MISSOURI.

RAILROAD-TIE.

SPECIFICATION forming part of Letters Patent No. 312,881, dated February 24, 1885.

Application filed May 12, 1884. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM McVEY, a citizen of the United States, residing at Hopkins, in the county of Nodaway and State of Missouri, 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.

The object of this improvement is a railroad-tie made of cast metal in a way to be light and economical in cost of production, and also to avoid being broken by the movement of trains. These results are attained by the mechanism illustrated in the drawings herewith filed as part hereof, in which the same letters of reference denote the same parts in the different views.

Figure 1 is a side elevation of my improvement. Fig. 2 is a top view. Fig. 3 is a longitudinal vertical section. Fig. 4 is a side elevation representing the upper edges of the tie-sections in line with and the lower parts at an angle to each other.

A is the tie, made in sections A' A'', flexibly connected centrally by means of a semi-circular recess, *a*, in the section A' and a correspondingly-formed extension, *a'*, of the section A'', both of which parts are perforated for the reception of a bolt, B. The sections are to be made the usual width of ties at their lower or bearing parts, and their sides are to be suitably recessed, substantially as shown, for reducing their weight.

C and C' represent recesses in the tops of the sections for the reception of the rails and securing their positions laterally. *c c* and *c'* represent suitable vertical recesses in the tie-sections, for the reception of the usual spikes for securing the rails to the ties, which are to be driven into the same in the ordinary manner.

The sections A' A'' will vibrate independently of each other under the weight of the trains, and the bolt B will secure their relative positions against material change.

The tie may be applied with the sections set in the manner shown in Fig. 1 or as shown in Fig. 4.

Having explained the construction and operation of my improvement, what I claim as new, and desire to secure by Letters Patent, is—

The combination, in a railroad-tie, of sections A' A'', pivoted together as described, and each provided with a vertical strengthening rib or web transversely recessed near its outer end to receive the rail-base, and vertical perforations *c c'* formed in said ribs, substantially as set forth.

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

WILLIAM McVEY.

Witnesses:

N. H. HERBERT,
W. N. BOND.