

(No Model.)

E. S. FASSETT.

CONSTRUCTION OF RAILWAY TRACKS.

No. 363,513.

Patented May 24, 1887.

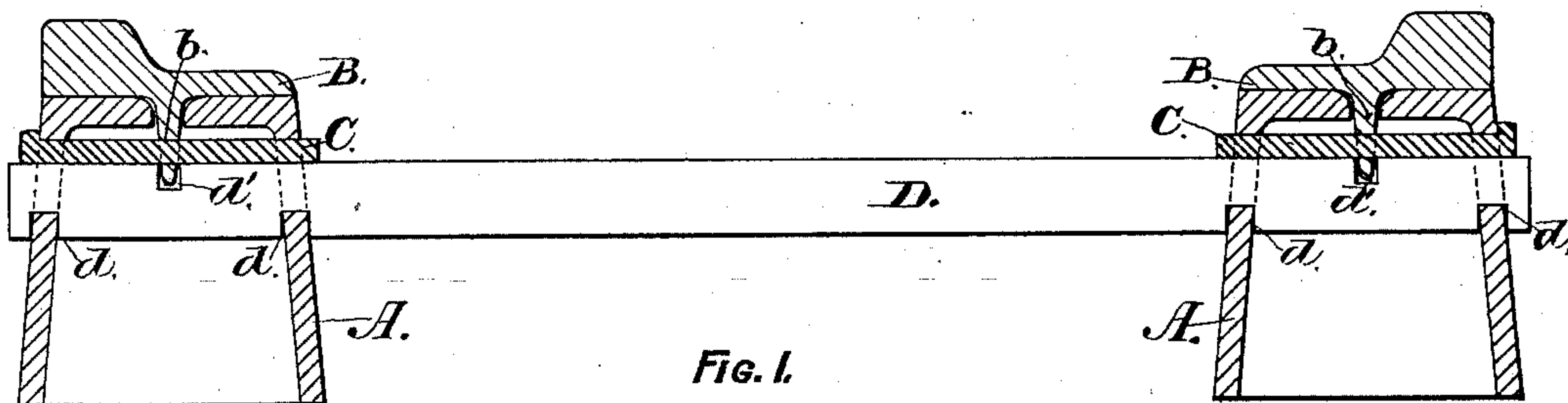


Fig. 1.

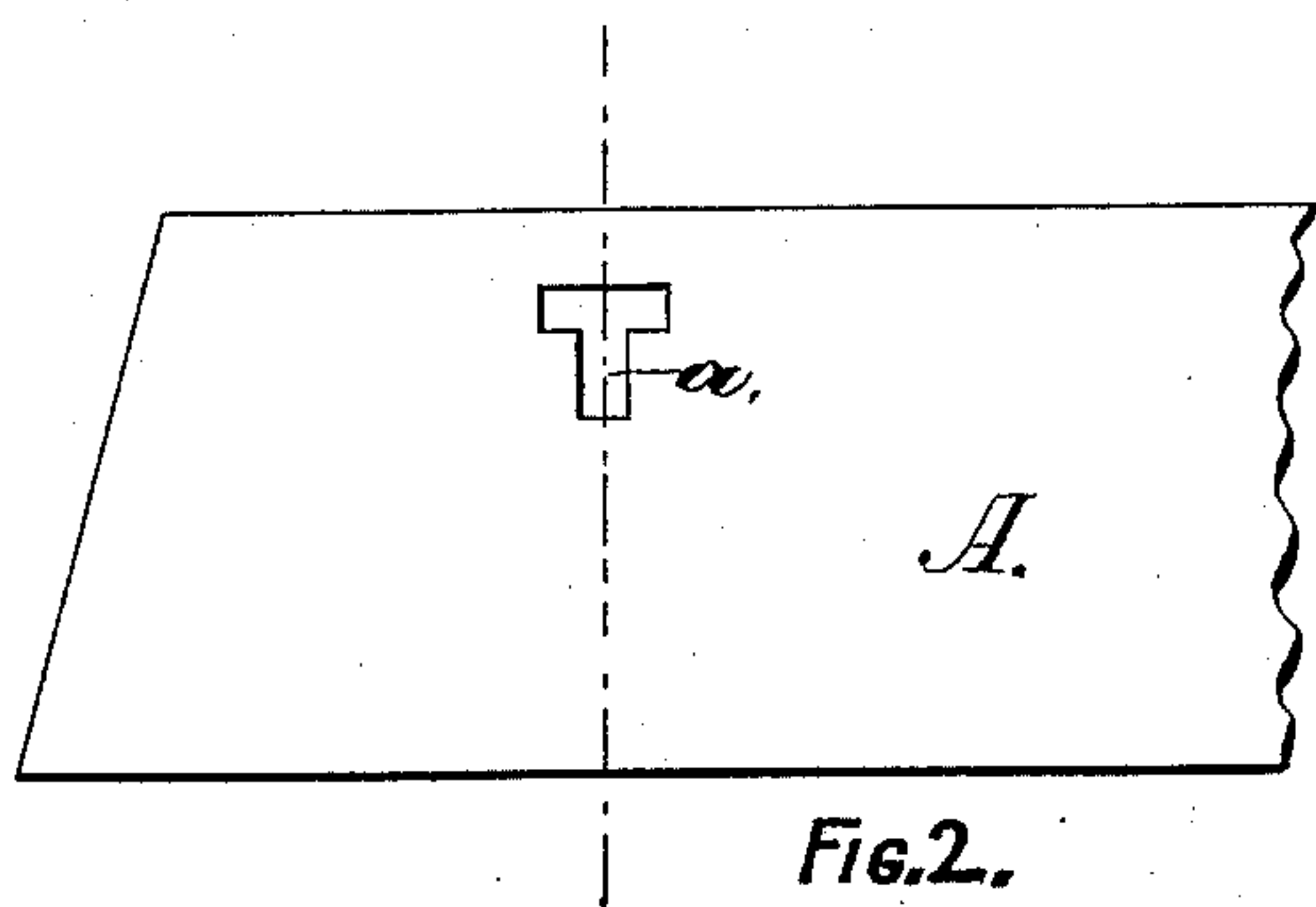


Fig. 2.

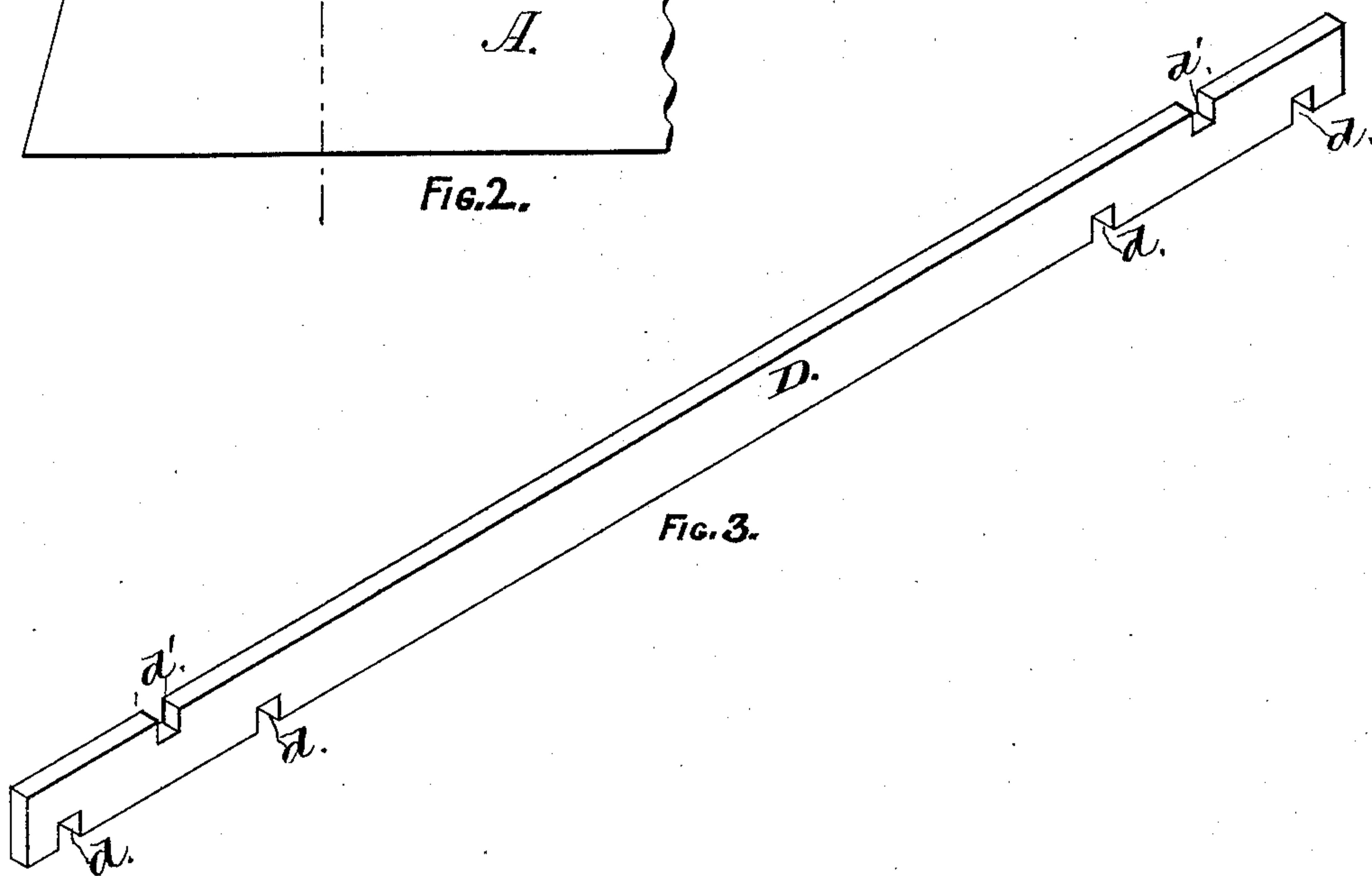


Fig. 3.

Witnesses:

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# UNITED STATES PATENT OFFICE.

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## CONSTRUCTION OF RAILWAY-TRACKS.

SPECIFICATION forming part of Letters Patent No. 363,513, dated May 24, 1887.

Application filed November 13, 1886. Serial No. 218,750. (No model.)

*To all whom it may concern:*

Be it known that I, EDGAR S. FASSETT, of the city and county of Albany, in the State of New York, have invented certain new and useful Improvements in the Construction of Railway-Tracks, of which the following is a specification.

My invention relates to improvements in the construction of street-railway tracks, and especially to the system for which Letters Patent No. 320,869, dated June 23, 1885, and No. 347,236, dated August 10, 1886, were granted to Thomas H. Gibbon; and my invention is designed for the purpose of remedying certain defects which are found to exist in the constructions covered by the above-named patents, and which consist in a liability of the metallic sleepers to roll or be depressed at the outer sides of the tracks, whereby the rails become spread apart and thrown out of line to a sufficient degree to create much trouble and annoyance by reason of the derailment of cars caused thereby. This defect I have discovered proceeds from the insufficient support derived from the tie-rods used in the constructions referred to, said rods being adapted to engage with but one side of each metallic sleeper—that is to say, with the side of said sleeper nearest the middle of the track—while the opposite or outer side of said sleeper was left unsupported by said tie rods; and the object of my improvement is to prevent the rolling of the metallic sleepers by extending said tie-rods so as to engage with both sides of said sleepers and with the pendent tongue of the rail, whereby I am enabled to construct a track of great stability and endurance. This object I attain by means of the mechanism illustrated in the accompanying drawings, which is herein referred to, and forms part of this specification, and in which—

Figure 1 is a transverse section of a railway-track provided with metallic sleepers and having my improvements; Fig. 2, a side elevation of one end of the metallic sleeper, and Fig. 3 a perspective view of my tie-rod.

As represented in the drawings, A is a metallic sleeper made in the form of an oblong box, as shown in Gibbon's Patent No. 347,236,

above referred to, and having oppositely-located T-shaped mortises *a*, formed in both side plates thereof; B, the track-rails provided with a pendent tongue or rib, *b*, having at required intervals transverse mortises for receiving the cross-keys C, by which the said rails are secured to the sleepers.

D is the tie-rod, which is preferably made of a flat bar of metal, and has in its lower edge notches *d*, near each end thereof, whereby each end of said rod, after passing into the mortises *a*, is adapted to lock onto both side plates of each of the pair of sleepers to which it is applied. Said tie-rod has also in its upper edge, near each end, a notch, *d'*, which notches engage with the pendent rib *b*, or other equivalent part of the track-rail in such manner that when all the parts are fixed in place said rib will render material aid in preventing the spreading of the tracks.

In laying the tracks the metallic sleepers A are fixed in their proper places, and the tie-rods D are inserted in the mortises *a* of each opposite pair of said sleepers, so that the notches *d* will lock onto the two side plates of each of the sleepers to which a rod is appropriated, and when in said mortises the body of the tie-rod that is left above said notches should fill the vertical branch of the mortise, so as to be flush with the bottom of the horizontal branch of said mortise. The track-rails B are then laid in place on the sleepers A, so that the pendent rib *b* of said rails will enter the notches *d'*, in the upper edge of the tie-rods. The transverse keys C are then driven through the horizontal slot of the mortises *a*, to pass through corresponding slots in the pendent rib *b* of the track-rails and by so doing the track-rails and tie-rods will thereby be simultaneously secured in place in a very thorough and rigid manner, and when thus secured the tie-rods will afford sufficient support for holding the sleepers, so as to prevent the tracks from spreading.

I claim as my invention—

The combination, with a metallic sleeper having the form of an oblong box, provided with transverse mortises for receiving the tie-rods and fastenings for securing the track-rail



thereto, and a track-rail having a pendent  
rib provided with transverse mortises, of a  
tie-rod extending entirely across two oppo-  
sately-located sleepers, and provided at each  
5 end with notches which lock onto both side-  
plates of said sleepers, and with the pendent  
rib of the track-rails, and a transverse key by

which the track-rail and tie-rod will be se-  
cured to said sleeper, as herein specified.

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Witnesses:

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