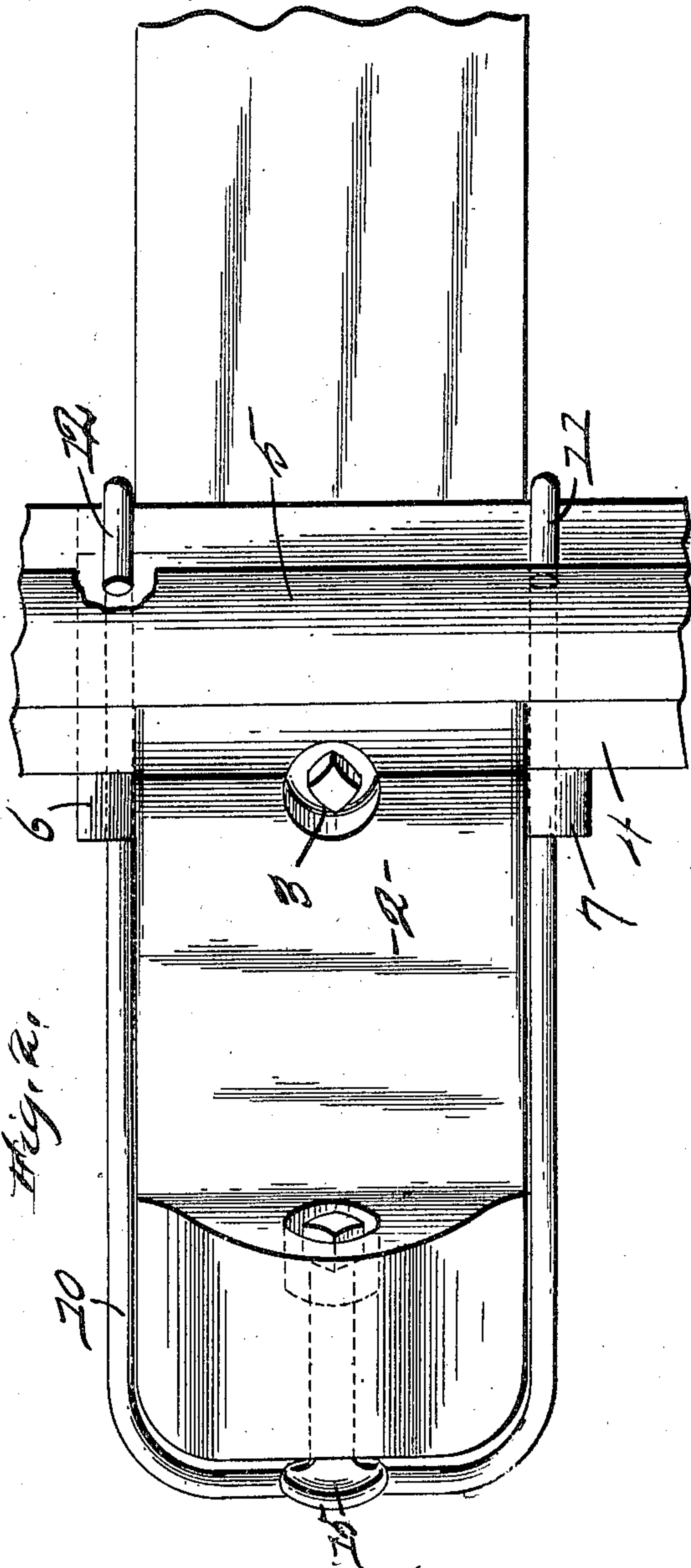
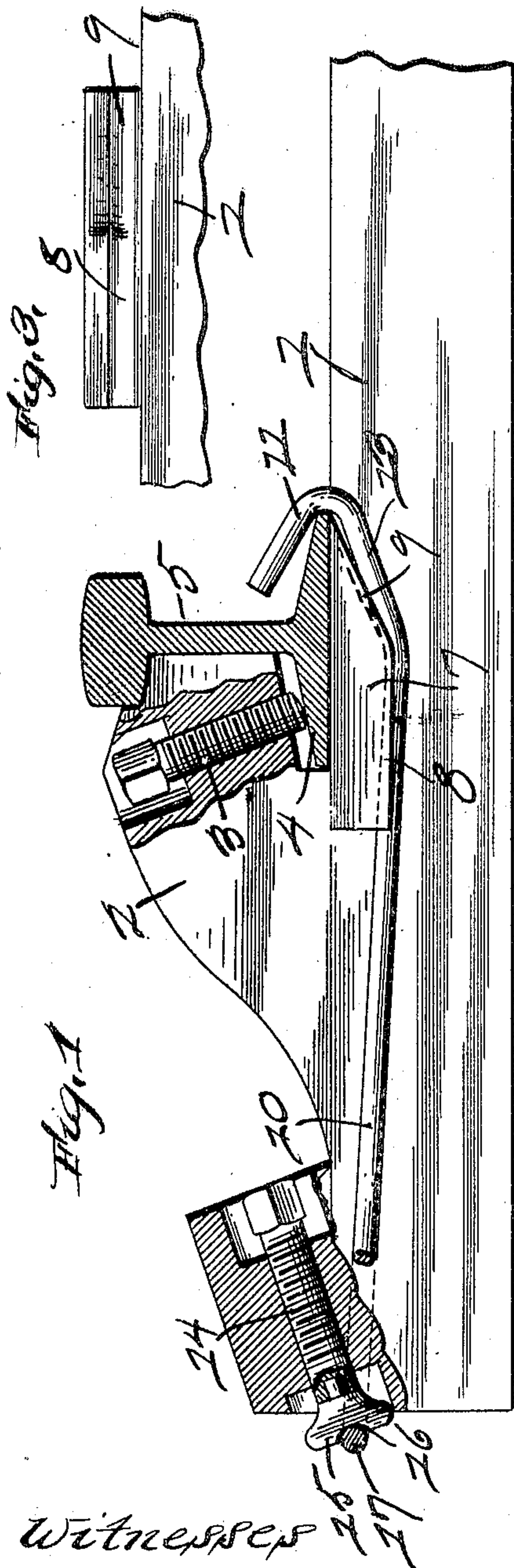


D. N. MYERS.
RAILWAY TIE AND RAIL FASTENER.
APPLICATION FILED FEB. 23, 1909.

921,871.

Patented May 18, 1909.



Witnesses
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UNITED STATES PATENT OFFICE.

DANIEL N. MYERS, OF TOLEDO, OHIO.

RAILWAY-TIE AND RAIL-FASTENER.

No. 921,871.

Specification of Letters Patent.

Patented May 18, 1909.

Application filed February 23, 1909. Serial No. 479,656.

To all whom it may concern:

Be it known that I, DANIEL N. MYERS, a citizen of the United States, residing at Toledo, in the county of Lucas and State of Ohio, have invented certain new and useful Improvements in Railway-Ties and Rail-Fasteners; 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.

This invention relates to an improved tie and rail fastener and it embodies the novel combination, arrangement and details of construction hereinafter shown, described and claimed.

In the accompanying drawings illustrative of my invention Figure 1 is a side elevation of one end of a tie with a T-rail secured in position thereon by means of my improved fastener; Fig. 2 is a plan view of the same, the rail being broken away to disclose one hooked end of the fastener bar by which it is held in place; Fig. 3 is a bottom plan view of one of the laterally extending lugs upon the tie.

Referring to the details 1 indicates a cast metal tie having the raised abutment 2 against which the rail rests and is held from spreading toward the end of the tie, the inner face of the abutment conforming in shape to that of the rail side. Extending through the abutment is a set screw 3 the end of which engages the base flange 4 of the rail 5 the rail being capable of slight adjustment vertically should it become necessary to shim up the rail. On opposite sides of the tie immediately below the rail when in position thereon are laterally extending lugs or projections 6 and 7, the lower faces of which are grooved at 8 and the forward portions of the grooves are inclined at 9 as shown.

10 is a U-shaped fastener bar having hooked ends 11 and 12 to engage the base flange of the rail, and the side portions 13 of this bar are bent to assume an inclined position in contact with the inclined portion 9 of the grooves in the lower face of the projections 6 and 7. By this construction as the fastener bar is drawn toward the end of the tie the hooked ends thereof having been previously hooked to the rail base, as shown, the rail will be firmly held to the abutment

and also the tie upon which it rests, the pull or direction of strain being inclined downward, the rail being thus firmly held to the abutment and the tie. The means for straining the fastener bar comprises a screw 14 having a swiveled head 15 notched at 16 to engage the outer or cross portion 17 of the bar, the screw being directed at a slight inclination from a horizontal position and through the end of the tie, the adjustment upon the fastener bar being therefore nearly directly outward. The screw 14 is operated by means of a suitable socket wrench which engages the head of the same.

What I claim, is—

1. A cast metal tie having a raised abutment for a rail and provided with lateral projections positioned below the rail when in place upon the tie, a U-shaped fastener bar having hooked ends to engage the base flange of a rail, the fastener bar being guided by the lateral projections, and a straining means for the fastener bar, substantially as described.

2. A cast metal tie having a raised abutment for a rail and provided with lateral projections beneath the rail when in position upon the tie, the under faces of the projections being inclined, and a U-shaped fastener bar having hooked ends to engage the base flange of a rail and having inclined portions co-acting with the inclined under faces of the lateral projections, and a straining means for the fastener bar, substantially as described.

3. A cast metal tie having a raised abutment for a rail and provided with lateral projections beneath the rail when in position upon the tie, the under faces of the projections provided with grooves which are inclined, a U-shaped fastener bar having hooked ends to engage the base flange of a rail and having inclined bent portions co-acting with the inclined grooves of the projections, and a screw directed at an inclination through the end face of the tie to engage the fastener bar, substantially as described.

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

DANIEL N. MYERS.

Witnesses:

GRANT WILLIAMS,
CARL H. KELLER.