

F. H. KINNEY.
METALLIC RAILWAY TIE.
APPLICATION FILED APR. 14, 1909.

925,705.

Patented June 22, 1909.

Fig. 1.

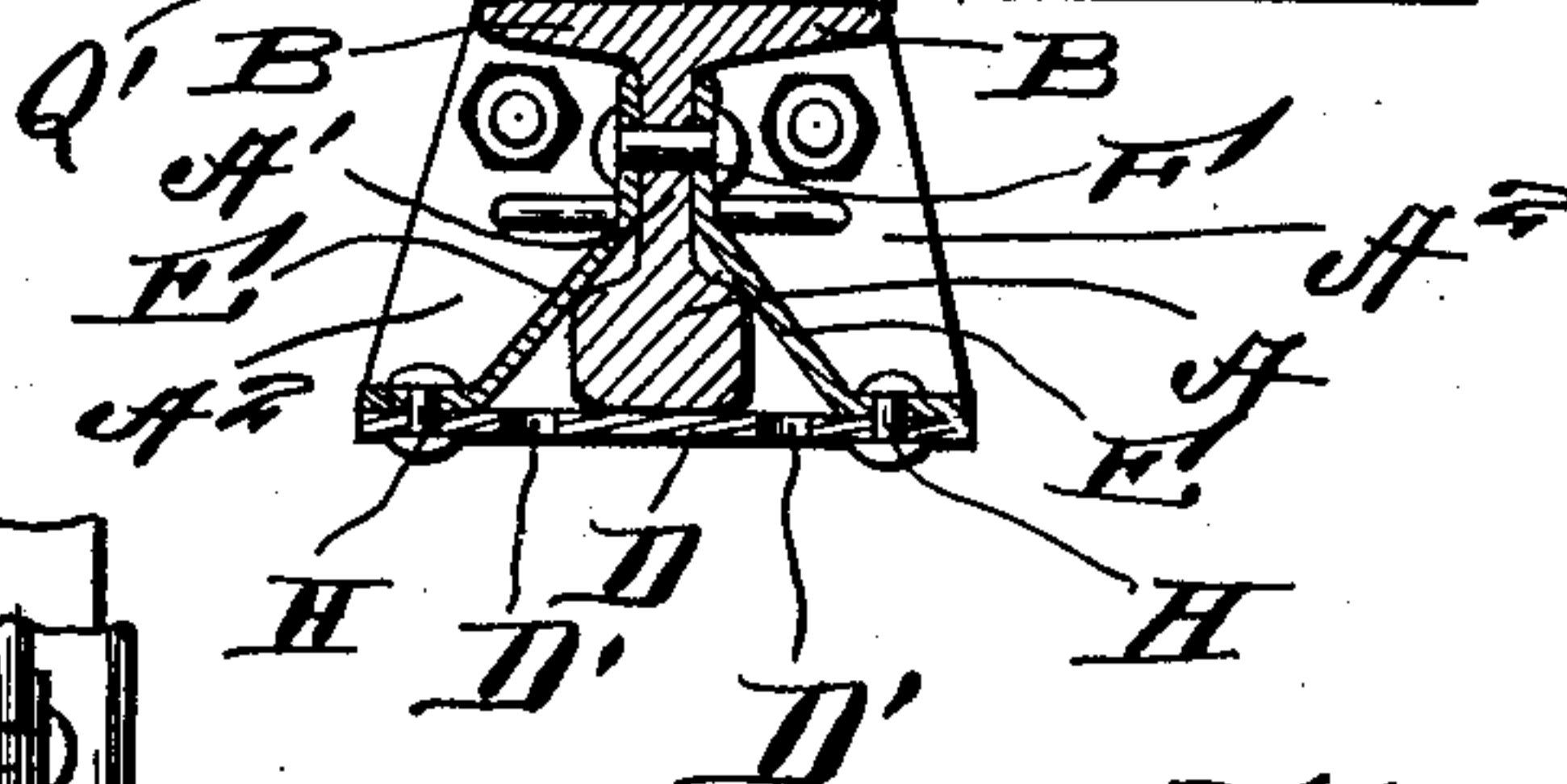
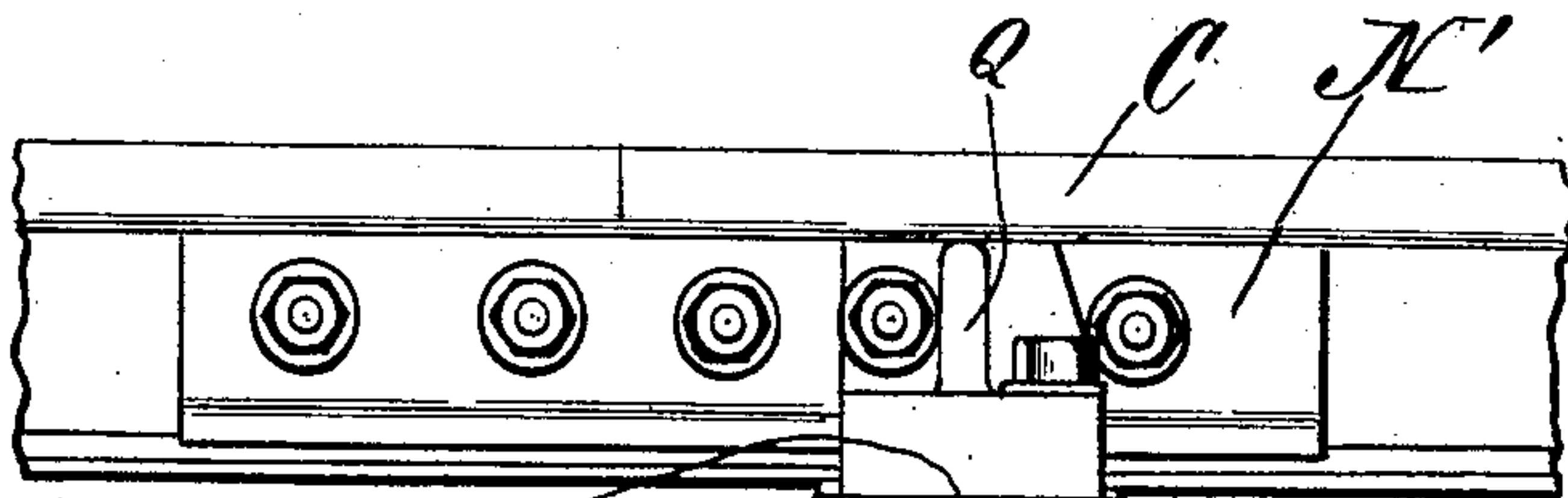


Fig. 2.

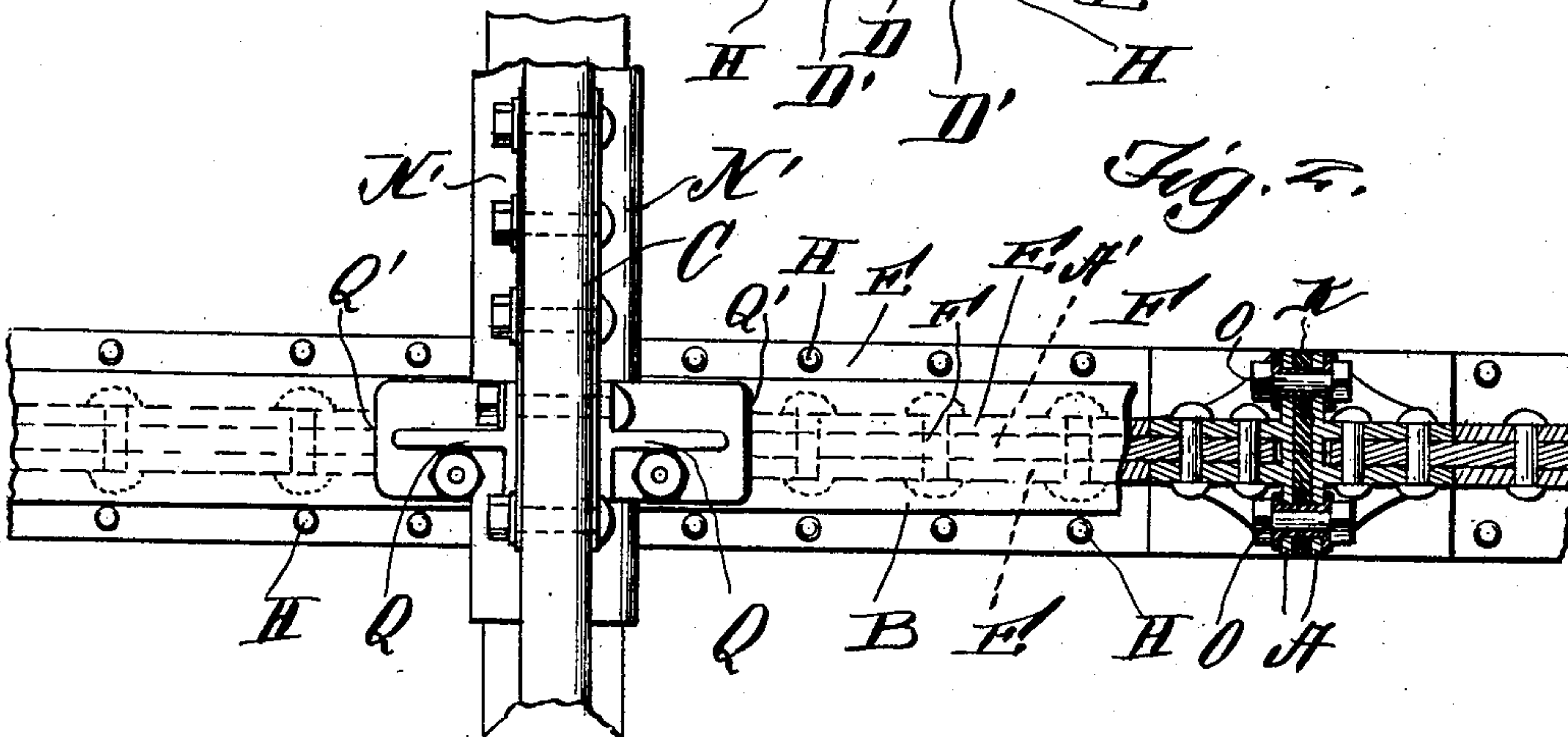
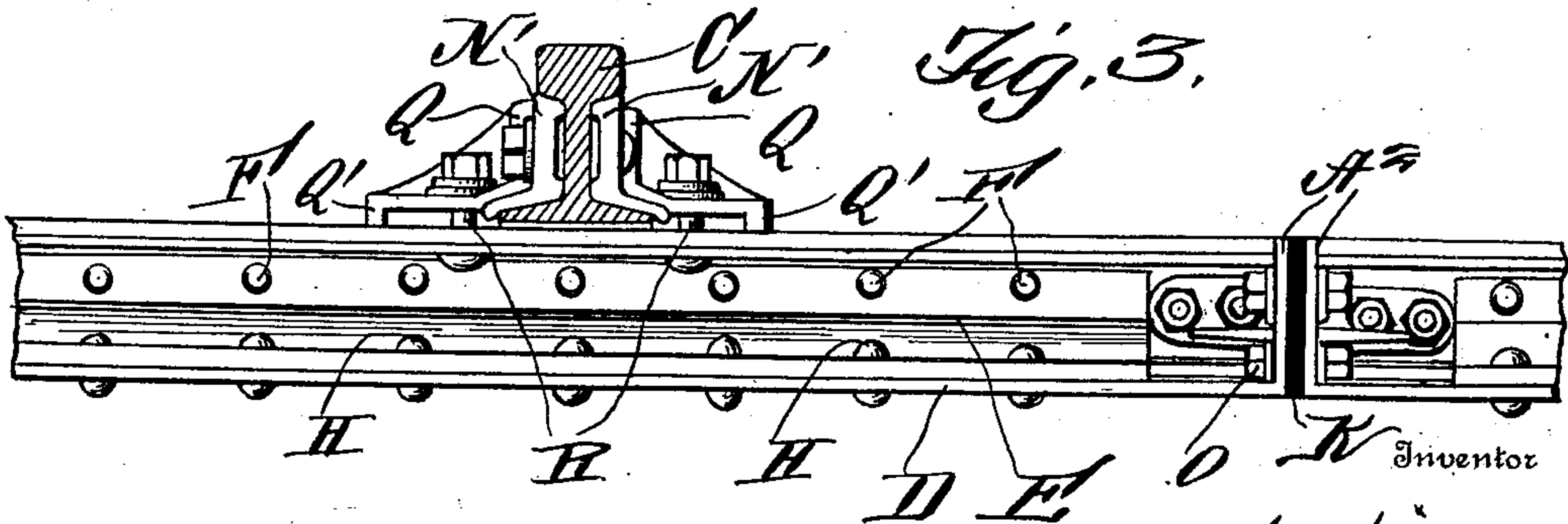


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

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METALLIC RAILWAY-TIE.

No. 925,705.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, FRANKLIN H. KINNEY, a citizen of the United States, residing at Hemlock, in the county of Livingston and State of New York, have invented certain new and useful Improvements in Metallic Railway-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 the letters of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in metallic railway ties and attachments and comprises various details of construction, combinations and arrangements of parts which will be hereinafter fully described and then specifically defined in the appended claims.

My invention is illustrated in the accompanying drawings, in which:—

Figure 1 is a cross section of a tie showing a section of a rail attached thereto. Fig. 2 is a top plan view, and Fig. 3 is a side elevation.

Reference now being had to the details of the drawings by letter, A designates an inverted railway rail having the flange B, the upper surface of which is adapted to form the seat or support for the rails C. The bottom of said inverted rail B rests upon a plate D apertured as at D' to allow any water to run through the same, and E, E designate angled plates fastened to the web A' of the rail A by means of bolts F passing through registering apertures therein and their lower angled ends are fastened to the plate D by means of the bolts H which pass through registering apertures, thereby securely bracing the rail or tie A from tilting sidewise. The meeting ends of the plates F have flanges A² which are fastened together and intermediate which sheets of insulation K are placed and insulation is

also placed about the bolts O which connect the meeting ends of said plates, thereby forming a connection which may be utilized for different signal systems.

C designates a railway rail having fish plates N' engaging the under surfaces of the tread thereof, and Q are reinforcing clamping plates having angled ends Q' adapted to rest upon the surface of the rail A and held by means of bolts R which pass through said members Q and the apertures in the flange B in the rail A, thereby securely holding the rail N from any inclination to turn over sidewise.

What I claim to be new is:—

1. A metallic railway tie and fastening apparatus, comprising an inverted railway rail, a plate upon which the same rests, angled plates fastened to the web of said inverted rail and bolted to the projecting portions of said plate upon which the rail rests, and clamping plates fastened to the flanges of said rail and adapted to hold a track rail upon said flanges, as set forth.

2. A metallic railway tie and fastening apparatus, comprising an inverted railway rail, a plate upon which the same rests, angled plates fastened to the web of said inverted rail and bolted to the projecting portions of said plate upon which the rail rests, angled reinforced clamping plates having apertures therein, the angled ends of said clamping plates adapted to rest upon the upper surface of the inverted rail, two bolts passing through registering apertures in said clamping plates and flange of the inverted rail, and fish plates adapted to be engaged by the clamping plates, as set forth.

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

FRANKLIN H. KINNEY.

Witnesses:

EDWIN H. WESTBROOK,
MARCUS B. BURCH.