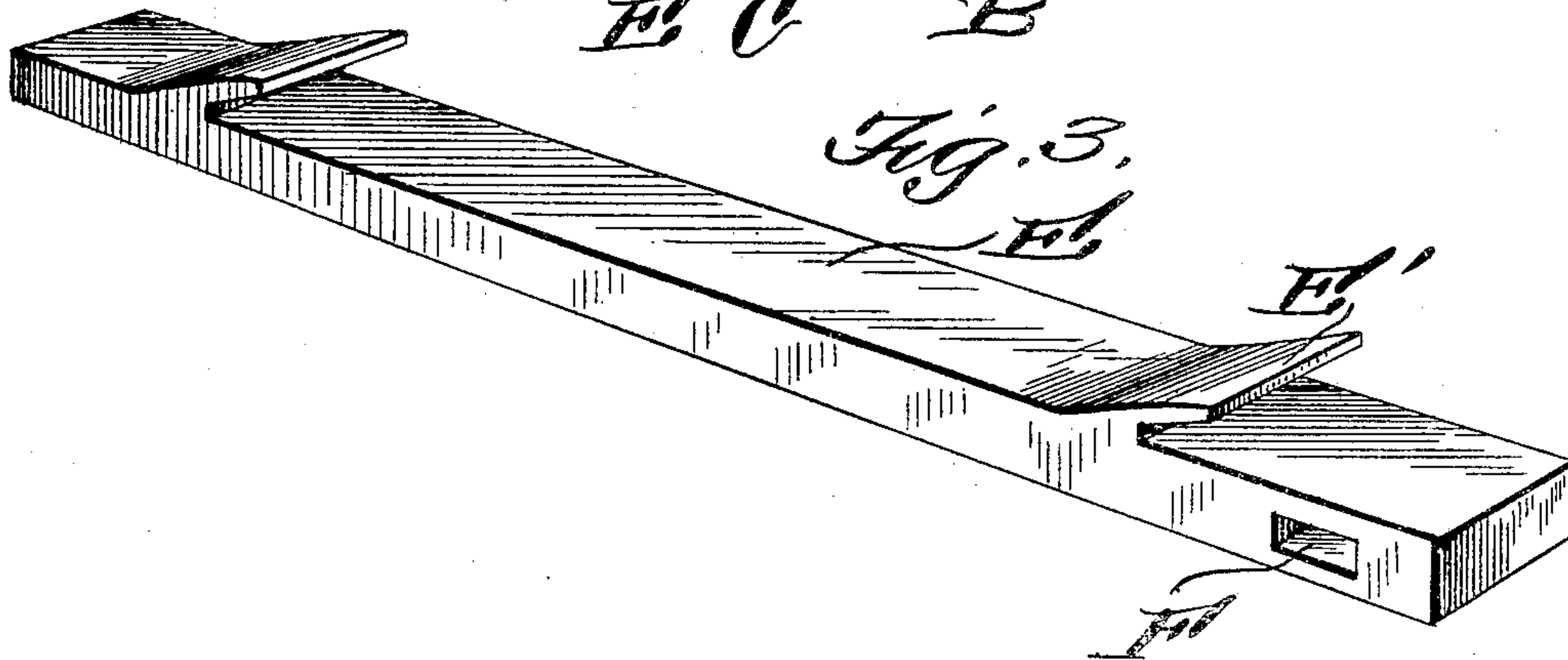
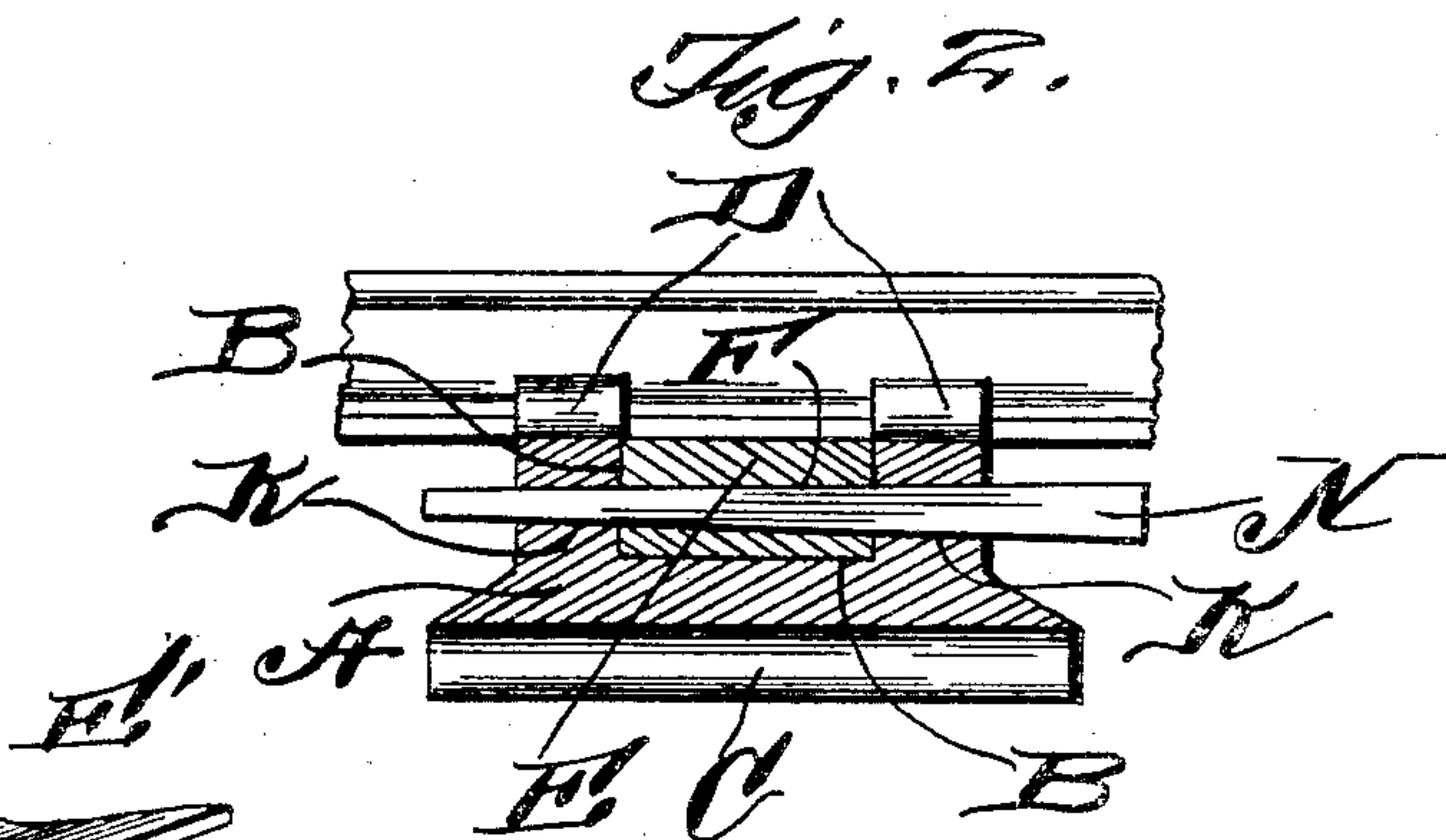
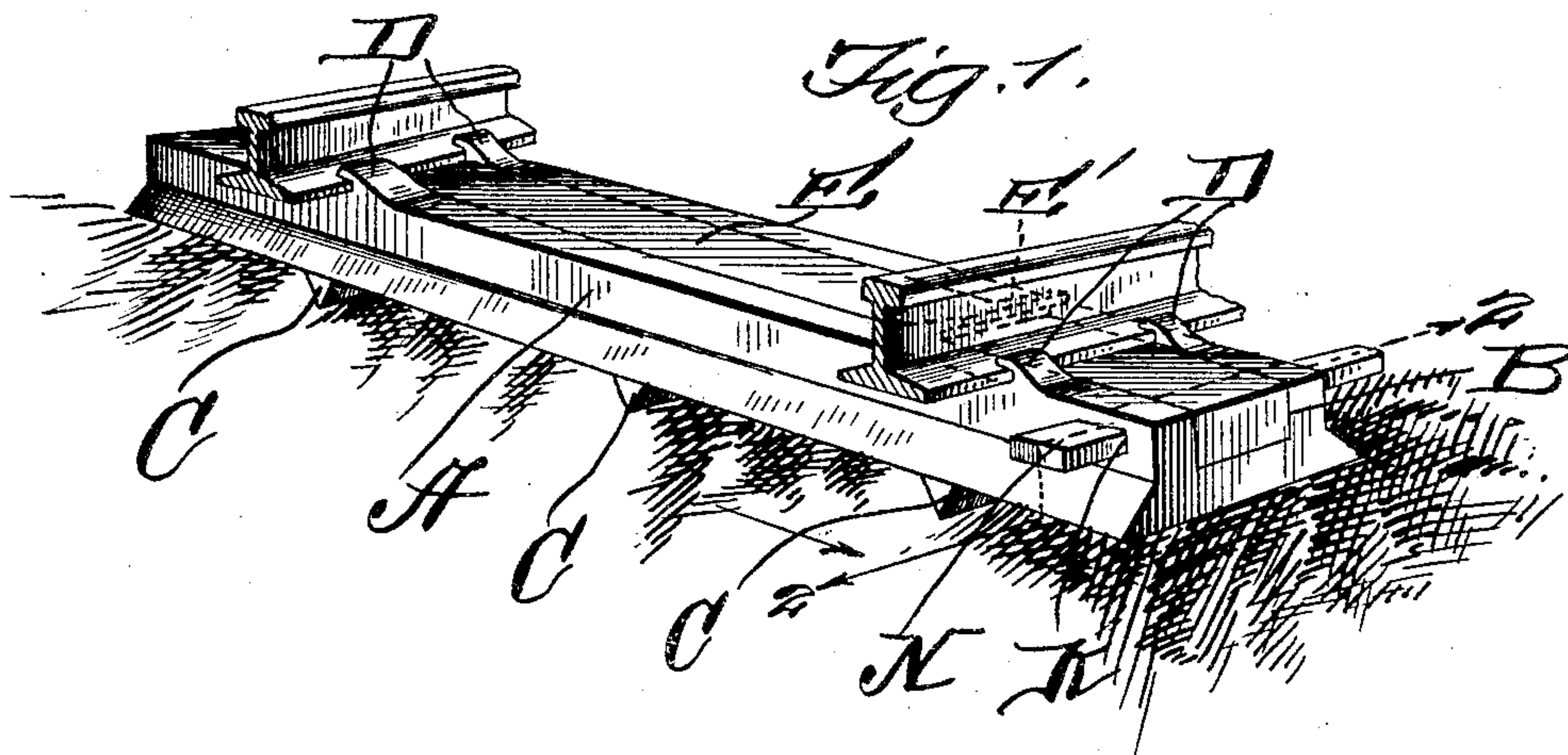


L. STRINGER.
RAILWAY TIE.
APPLICATION FILED APR. 14, 1909.

929,895.

Patented Aug. 3, 1909.



Witnesses

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UNITED STATES PATENT OFFICE.

LONNIE STRINGER, OF BOGUE CHITTO, MISSISSIPPI.

RAILWAY-TIE.

No. 929,895.

Specification of Letters Patent.

Patented Aug. 3, 1909.

Application filed April 14, 1909. Serial No. 489,943.

To all whom it may concern:

Be it known that I, LONNIE STRINGER, a citizen of the United States, residing at Bogue Chitto, in the county of Lincoln and State of Mississippi, have invented certain new and useful Improvements in 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 marks thereon, which form a part of this specification.

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

I illustrate my invention in the accompanying drawings, in which:—

Figure 1 is a perspective view of a railway tie and rail fastening means embodying the features of my invention. Fig. 2 is a cross sectional view, and Fig. 3 is a detail view of the rail holding members removed from the channeled tie.

Reference now being had to the details of the drawings by letter, A designates a tie having a longitudinal channel B and made preferably of metal. Upon the under side of the tie are ribs C transversely disposed and adapted to hold the tie from longitudinal movement. The upper edges of the walls of said channel are provided with the overhanging hooked portions D for the reception of one of the edges of the flange of a railway rail, and E designates a locking bar which is made preferably of metal and of any suitable shape and adapted to have a longitudinal movement within said channel. The upper edge of said bar E is provided with the overhanging integral hooks E' positioned one near each edge and

adapted to cooperate with the hooks D for holding two rails parallel to each other. Said member E is provided with a slot F and the walls of the channel are also provided with elongated slots K which, when they are brought into registration with the slot in the bar E, are adapted to receive a key N which is adapted, when driven through the registering apertures, to cause the hooks E' to engage over the flanges of the rails opposite those engaged by the hooks or lugs D, thereby securely holding the two rails upon the tie and parallel with each other.

From the foregoing, it will be noted that, by the provision of a railway tie and fastening means as shown, a simple and efficient apparatus is afforded so constructed that the rails may be easily and quickly removed when desired by simply withdrawing the key and causing a longitudinal movement to be imparted to the member E.

What I claim to be new is:—

In combination with a channeled tie having tapering registered apertures in the walls thereof, hooks struck up from the upper edges of the walls of the channel and extending in the same direction, a locking bar mounted in said channel and having tapering slots designed to register with said apertures, hooks upon the upper edge of said bar extending in a direction opposite to the direction of the hooks upon said tie, rails having flanges, the opposite edges of which are engaged by said hooks, a tapering key designed to pass through said slots and apertures and to cause the hooks on said bar to draw frictionally against the tie, as set forth.

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

LON. STRINGER.

Witnesses:

H. A. LEWIS,
J. P. HART.