

No. 768,156.

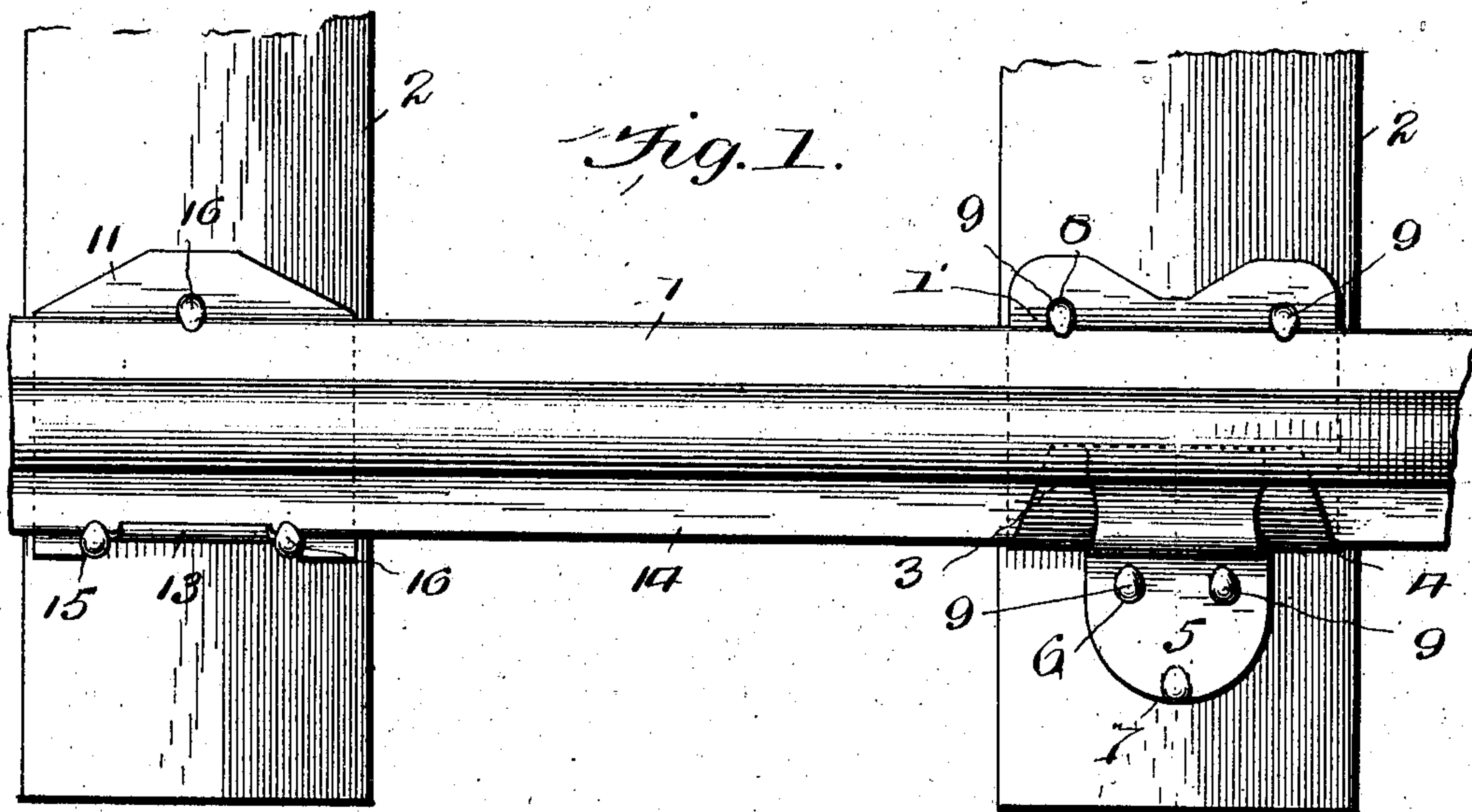
PATENTED AUG. 23, 1904.

J. SNEIDER.

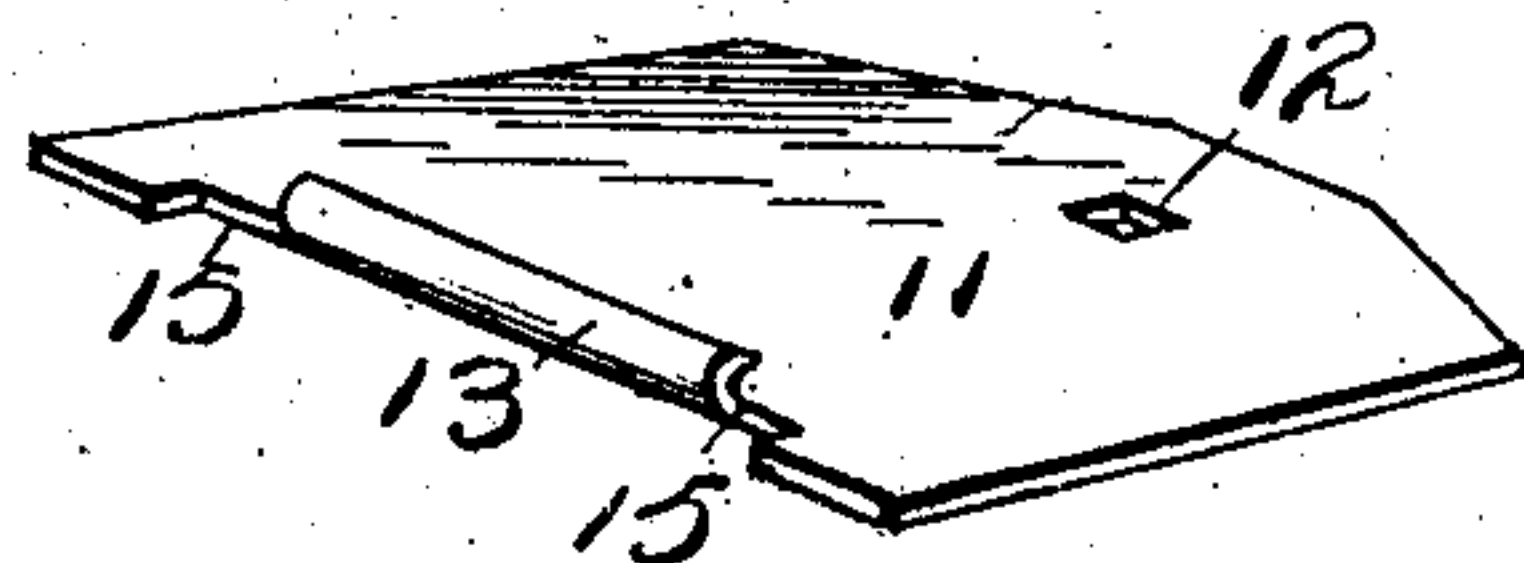
TIE PLATE FOR RAILWAY TRACKS.

APPLICATION FILED NOV. 12, 1903.

NO MODEL.



*Fig. 2.*



Witnesses

*F. C. Barry*

*A. G. Miller*

Inventor

*Joseph Sneider*

By

*W. S. Fitzmaurice*

Attorney

## UNITED STATES PATENT OFFICE.

JOSEPH SNEIDER, OF BUCKLEY, WASHINGTON.

## TIE-PLATE FOR RAILWAY-TRACKS.

SPECIFICATION forming part of Letters Patent No. 768,156, dated August 23, 1904.

Application filed November 12, 1903. Serial No. 180,879. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH SNEIDER, a citizen of the United States, residing at Buckley, in the county of Pierce and State of Washington, have invented certain new and useful Improvements in Tie-Plates for Railway-Tracks; 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.

My invention relates to railway-track construction, and more particularly to a tie-plate for connecting the track-rail to the cross-tie, whereby the track will be held against spreading and will be reliably reinforced against the strain placed upon the rail incident to use.

Referring to the accompanying drawings, which are made a part of this application, Figure 1 shows a top plan view of my invention as applied to a railroad-track and cross-ties therefor. Fig. 2 is a perspective view of my improved plate removed from the track-rail and tie.

Referring to the numerals on the drawings, which are applied to corresponding parts in both views, 1 indicates a track-rail of the usual or any preferred construction, while 2 designates the cross-tie, said cross-ties being properly spaced and embedded to afford a reliable support for the rails, as is common, and intermediate the track-rail and tie I dispose the body portion 11 of my rail-tie, which in blank form is shaped substantially as shown in Fig. 2. This form of plate or rail-tie has a suitable aperture or apertures 12 to receive the anchoring-spike, said plate being designed to rest between the tie and rail and is provided upon its outer edge with the upwardly-curved lip 13, designed to engage a contiguous edge of the base 14 of the rail and hold the same in reliable combination. I also provide

at each end of the curved lip 13 the recesses 15 to accommodate the anchoring-spikes 16, as shown in Fig. 1.

In some instances I desire to use an auxiliary plate in connection with the plate shown in Fig. 2, as shown in Fig. 1, the tapered end of the body portion 1' thereof being bent upward, as indicated by the numeral 3 and thence bent downward, as designated by the numeral 4, the sections 3 and 4 being brought in close contact with each other, while the extreme anchoring end 5 is provided with suitable apertures 6 and also with an end recess 7 for receiving the anchoring-spikes. Apertures 8 are also formed in the opposite end of the body portion 1' to receive anchoring-spikes 9, as will be obvious.

The form of plate shown in Fig. 2 may be used at certain intervals along the track or may be used upon each tie, if preferred, though it is thought that by using the same at certain intervals only good results will follow by employing the auxiliary plate upon intermediate cross-ties.

What I claim as new, and desire to secure by Letters Patent, is—

The herein-described means for securing the track-rail to the cross-tie, comprising a suitable plate having apertures near its inner edge and suitable recesses 15 at its outer edge to receive anchoring-spikes, said plate also having an upwardly-curved lip 13 designed to engage a contiguous edge of the base of the rail, said lip being formed from the metal lying between said recesses, as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOSEPH SNEIDER.

Witnesses:

CHARLES W. BOWLES,  
S. L. SERGEANT.