

No. 773,351.

PATENTED OCT. 25, 1904.

T. TOOMEY.
TIE PLATE.

APPLICATION FILED APR. 18, 1904.

NO MODEL.

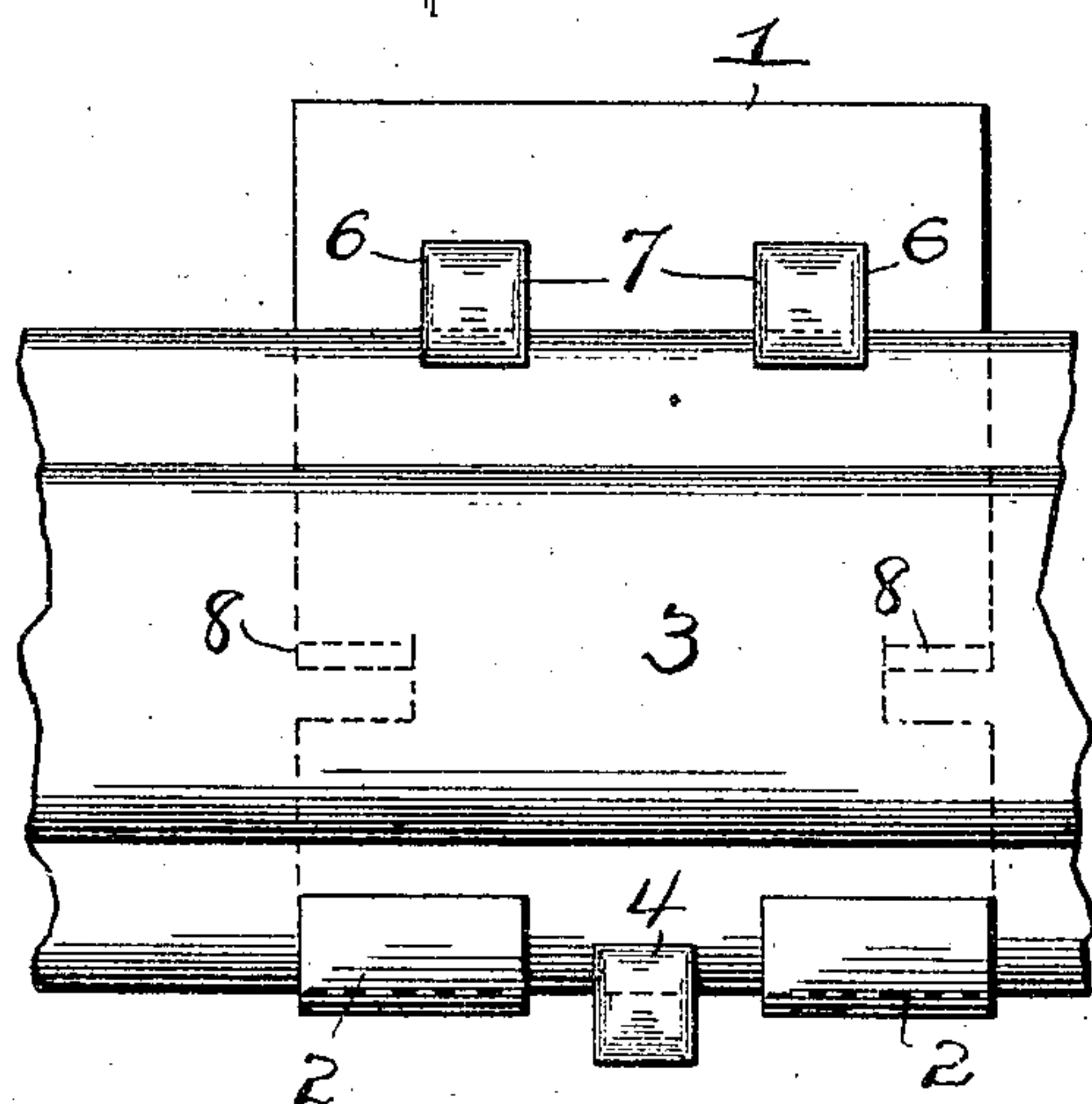
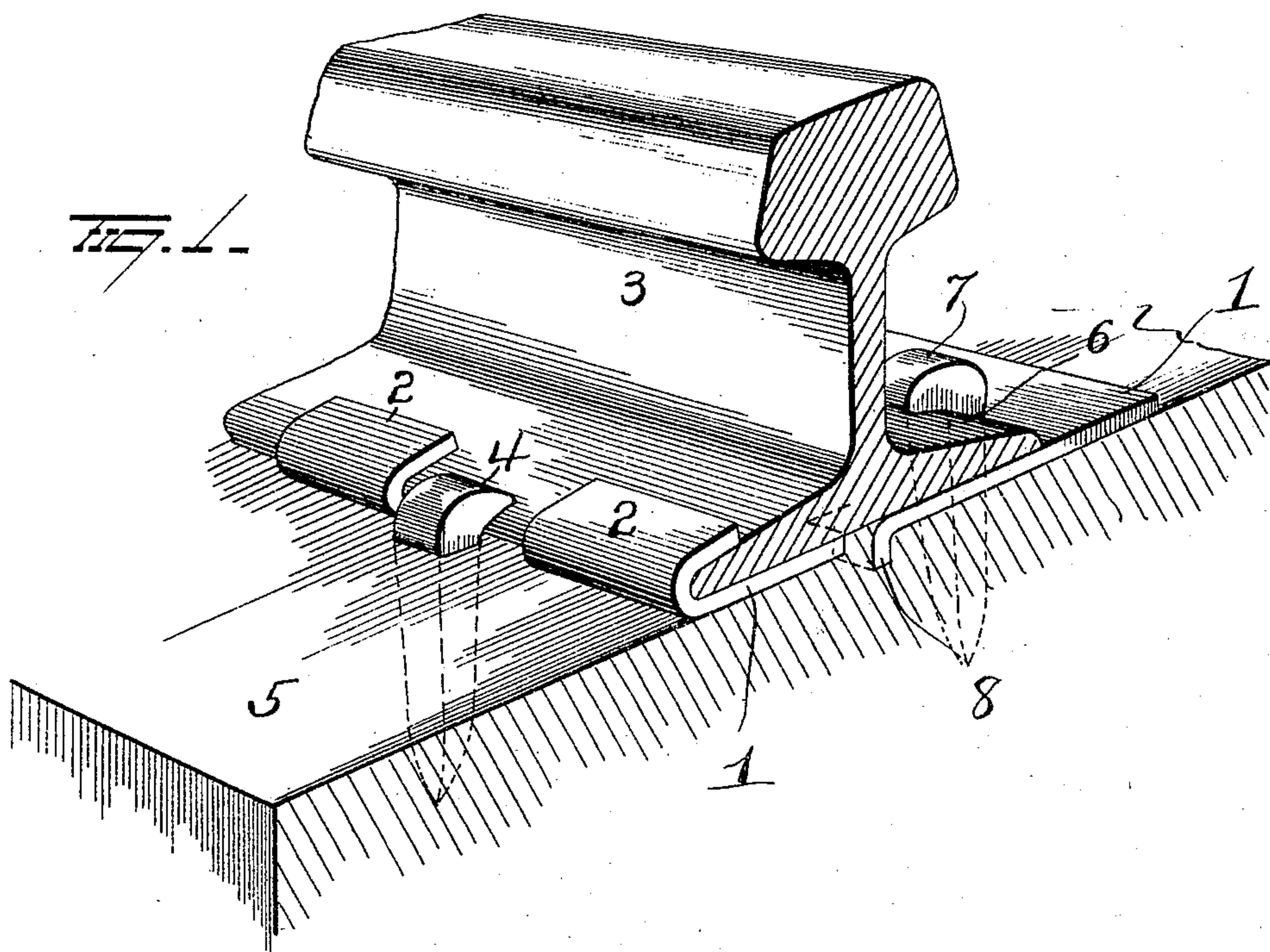


Fig. 2.

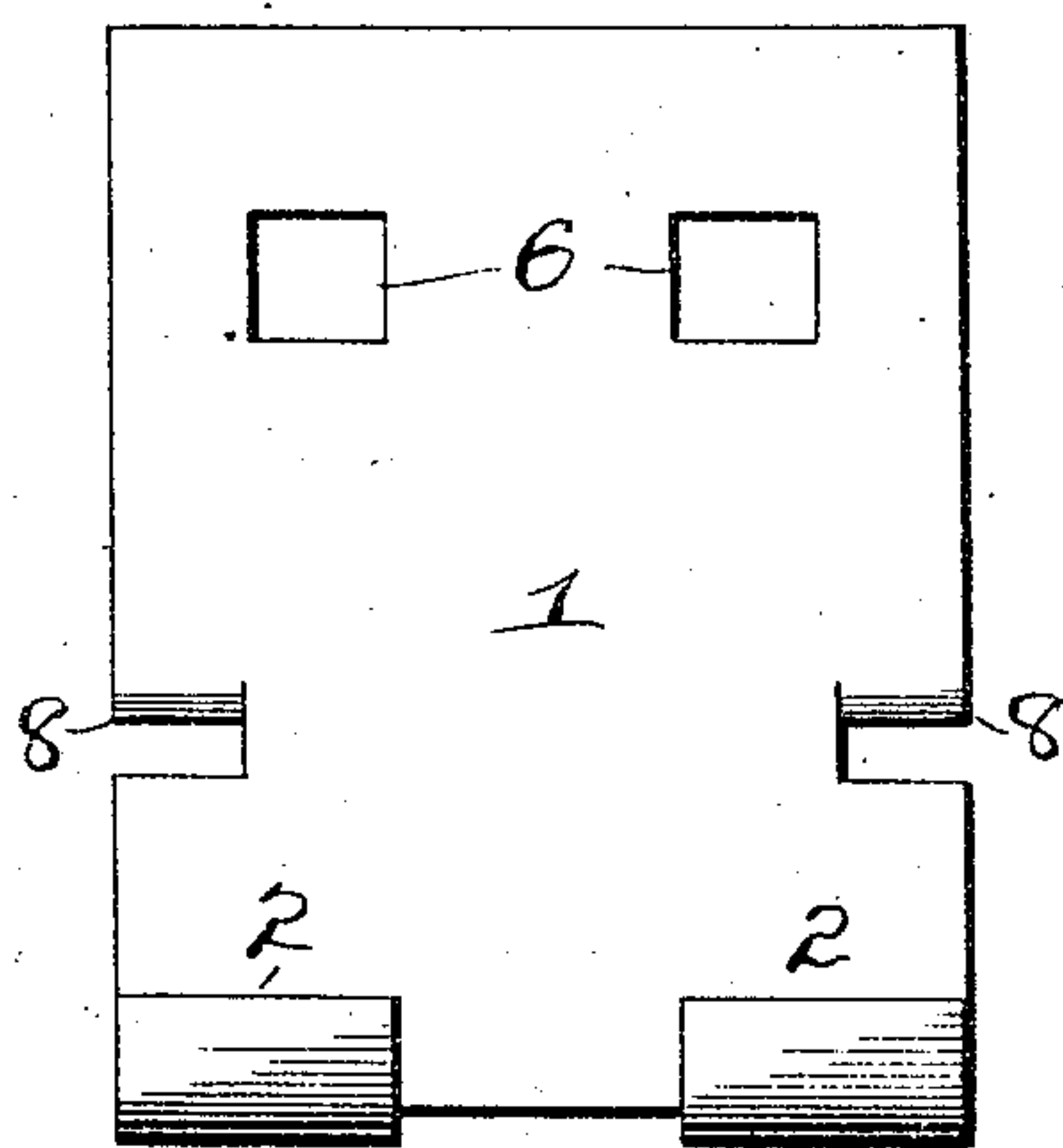


Fig. 3.

WITNESSES
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THOMAS TOOMEY, OF SCRANTON, PENNSYLVANIA.

TIE-PLATE.

SPECIFICATION forming part of Letters Patent No. 773,351, dated October 25, 1904.

Application filed April 18, 1904. Serial No. 203,772. (No model.)

To all whom it may concern:

Be it known that I, THOMAS TOOMEY, a resident of Scranton, in the county of Lackawanna and State of Pennsylvania, have invented certain new and useful Improvements in Tie-Plates; 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 an improved tie-plate for railroad-rails, the object of the invention being to provide improvements of this character of simple and inexpensive construction which will greatly strengthen the track and absolutely prevent spreading of the rails; and with this object in view the invention consists in certain novel features of construction and combinations and arrangements of parts, as will be more fully hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view in perspective illustrating my improvements. Fig. 2 is a top plan view, and Fig. 3 is a view of the plate removed.

1 represents my improved tie-plate, preferably of the rectangular shape shown and having one edge bent up, forming a tongue or, rather, tongues 2 to overlap a base-flange of a rail 3, the center of the turned-up edge being cut away or recessed to receive a spike 4 driven into the tie 5 and engaging the base-flange of the rail. Openings 6 are provided on the plate for the reception of spikes 7, driven into the tie and engaging the opposite base-flange of rail 1, and said plate at opposite side edges is provided with downwardly-bent lugs or keys 8 to be driven in the tie and located directly below the central web of the rail, so that the weight of the rail and rolling-stock thereon always tends to drive the lugs or keys into the tie and prevent movement of the plate and rail thereon.

My improved tie-plate is of simple inexpensive construction, is easily applied, and when in use will absolutely prevent movement of the rail and the many accidents resulting therefrom.

Slight changes might be made in the gen-

eral form and arrangement of the parts described without departing from my invention, and hence I would have it understood that I do not restrict myself to the precise details set forth, but consider myself at liberty to make such slight changes and alterations as fairly fall within the spirit and scope of my invention.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A tie-plate comprising a metal plate upturned at one end to embrace a flange of the rail having a series of depending lugs located directly beneath and in line with the central web of the rail and adapted to be driven into the tie crosswise of the grain of the wood, and means for securing a rail to said plate.

2. A tie-plate, comprising a rectangular metal plate having an upturned end to receive the base-flange of a rail, said upturned end recessed to receive a spike between the upturned portions to engage the base-flange of the rail, and the plate made with openings near its end opposite said upturned portions to receive spikes to engage the rail base-flange on the opposite side thereof.

3. A tie-plate, comprising a metal plate notched at opposite edges and having lugs depending from one wall of each notch and located directly beneath the central web of a rail and adapted to be driven into a tie, and means for securing a rail on said plate.

4. A tie-plate, comprising a rectangular plate having an upturned end to receive a rail base-flange, said plate notched at its edges, lugs bent from the plate and depending from one wall of each notch and located beneath the rail and adapted to be driven into a tie, and said plate having spike-openings therein near the end thereof opposite that having the upturned portions.

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

THOMAS TOOMEY.

Witnesses:

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G. B. CARSON.