

T. A. J. HENDRICKS.
RAILWAY TIE PLATE.
APPLICATION FILED MAR. 3, 1909.

943,073.

Patented Dec. 14, 1909.

Fig. 1.

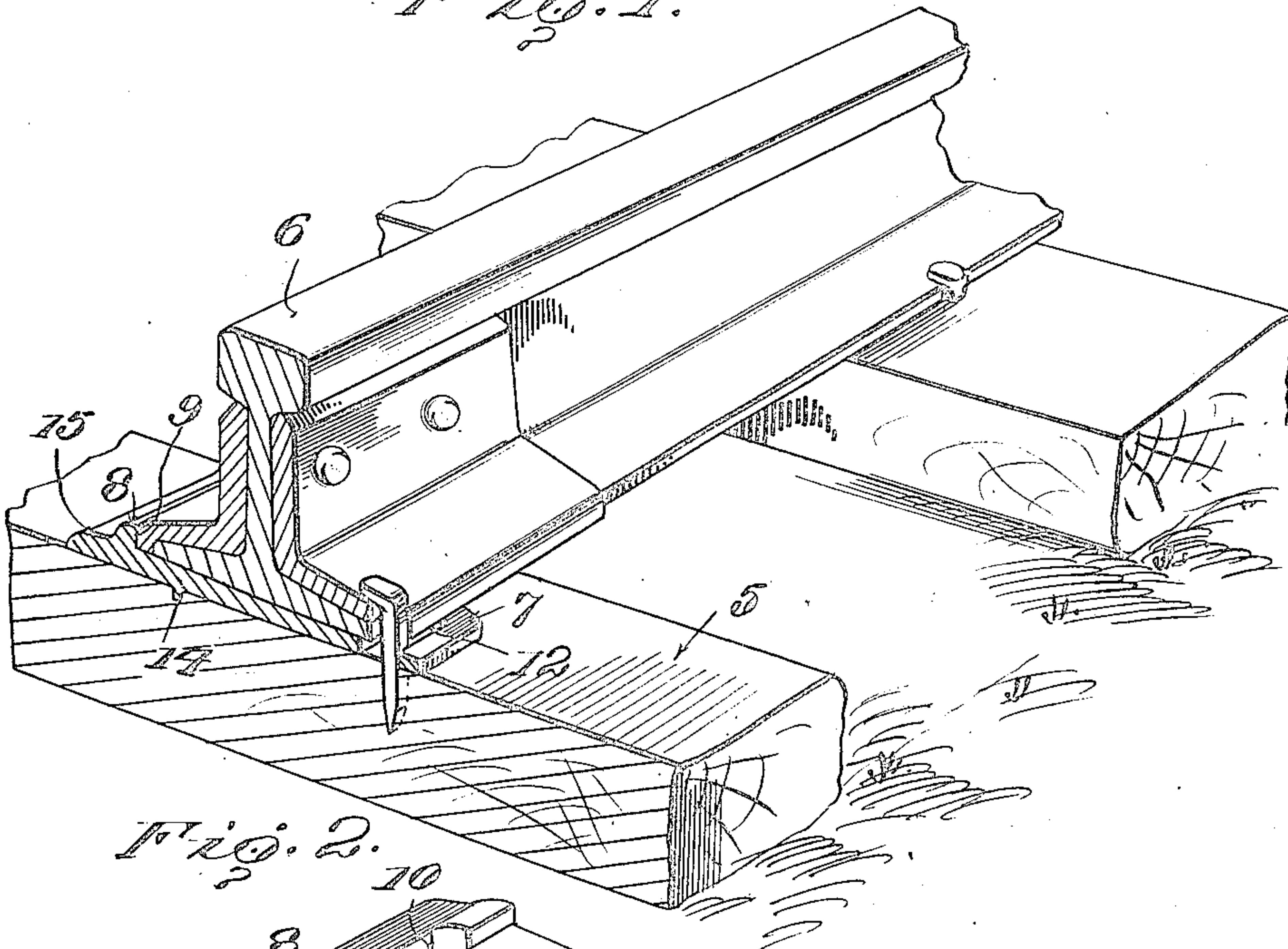


Fig. 2.

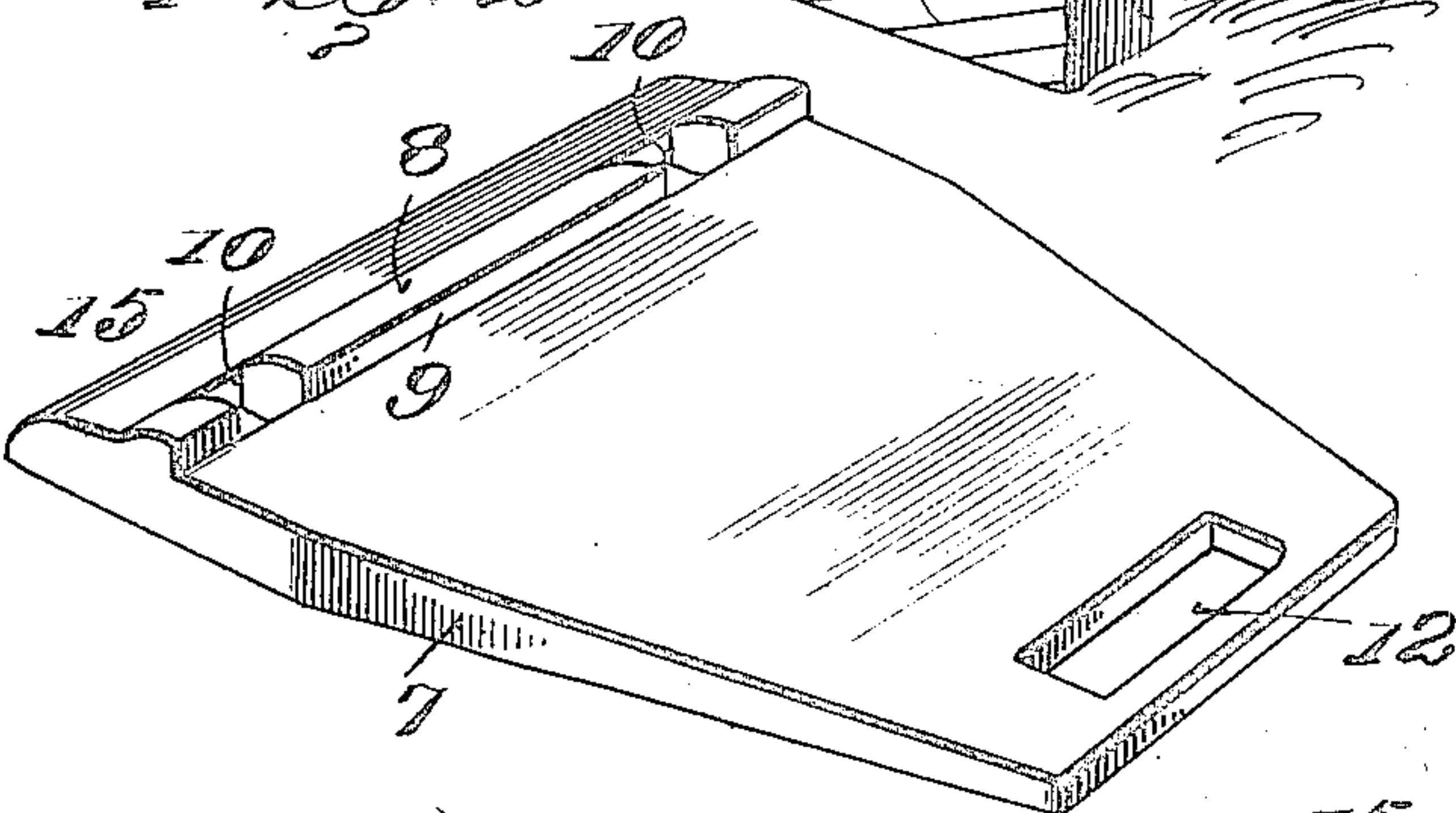


Fig. 4.

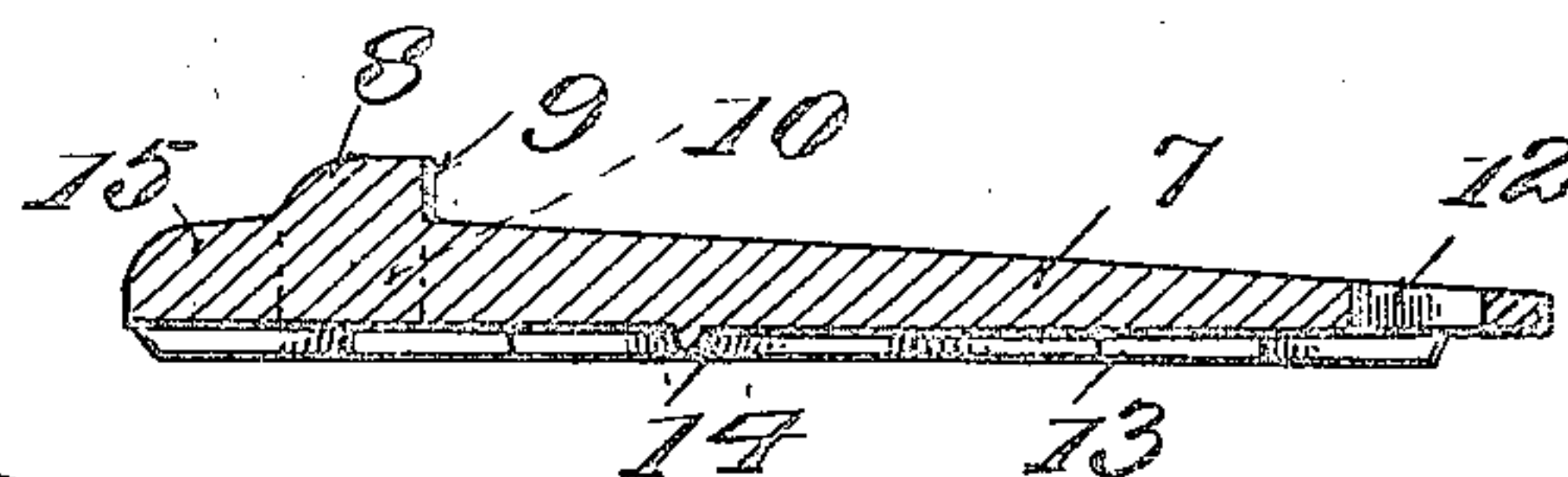
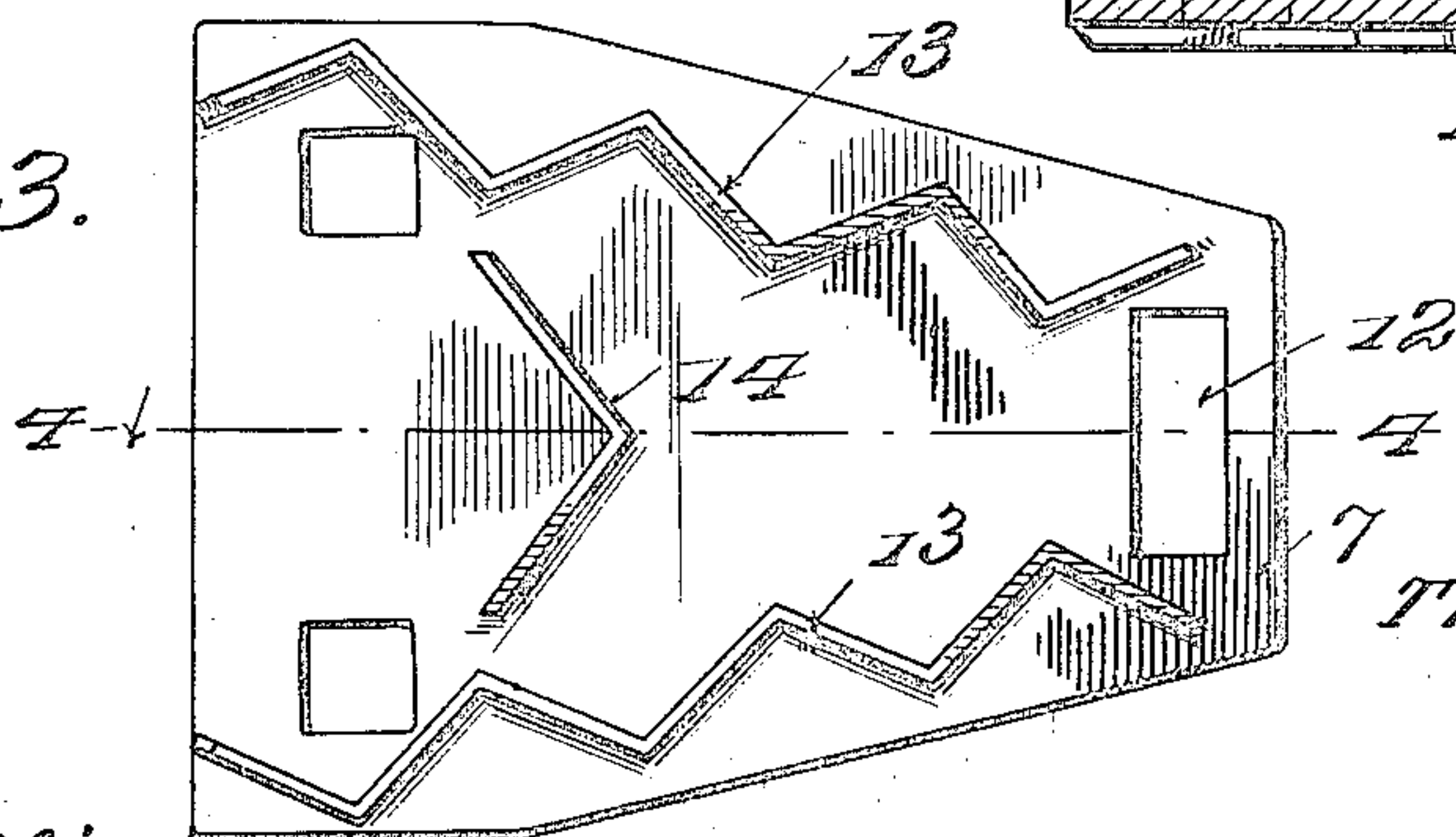


Fig. 3.



Witnesses

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RAILWAY-TIE PLATE.

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Specification of Letters Patent.

Patented Dec. 14, 1909.

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To all whom it may concern:

Be it known that I, THOMAS A. J. HENDRICKS, a citizen of the United States, residing at Board Tree, in the county of Marshall and State of West Virginia, have invented certain new and useful Improvements in Railway-Tie Plates, of which the following is a specification.

This invention relates to railway tie plates, and has for its object to provide a strong, durable and thoroughly efficient device of this character for preventing spreading of the rails.

A further object of the invention is to provide a tie plate including a wedge-shaped body portion adapted to be interposed between the rail and cross tie and provided with a stop shoulder, which bears against and serves to prevent lateral movement of the rail with respect to the cross tie.

A further object is to provide the lower face of the plate with anchoring ribs which bite into the adjacent surface of the cross tie and assist in maintaining the plate in position thereon.

A still further object is to generally improve this class of devices so as to increase their utility, durability and efficiency.

With these and other objects in view that will more fully appear as the description proceeds, the invention consists in certain constructions and arrangements of the parts that I shall hereinafter fully describe, and then point out the novel features thereof in the appended claims.

For a full understanding of the invention and the merits thereof, and to acquire a knowledge of the details of construction, reference is to be had to the following description and accompanying drawing, in which:

Figure 1 is a perspective view of a railway rail provided with a tie plate constructed in accordance with my invention; Fig. 2 is a perspective view of the tie plate detached; Fig. 3 is a bottom plan view of the same; and, Fig. 4 is a longitudinal sectional view.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawing by the same reference characters.

The improved tie plate forming the subject-matter of the present invention, is principally designed for application to the cross ties of railway rails, and by way of illus-

tration, is shown in connection with a section of track in which 5 designates one of the cross ties, and 6 the adjacent rail section.

The device comprises a relatively flat body portion 7 formed of metal or other suitable material, and having its opposite longitudinal edges converging toward one end thereof, and its upper surface provided with a transverse reinforcing rib 8 defining a stop shoulder 9 adapted to bear against the flanges of the rail sections, at the abutting faces thereof, thereby to prevent spreading of said rails.

The reinforcing rib 8 is pierced by a plurality of spaced openings 10 for the reception of spikes or similar fastening devices, there being an elongated opening 12 formed in the opposite end of the plate and adapted to register with the spike-receiving openings in the angle bars or fish plates of the rail sections, so that the spikes of said angle bars may be driven through the opening 12 into the cross tie.

The upper surface of the plate 7 is inclined or beveled from the shoulder 9 toward the opening 12, so that when the plate is interposed between the rail and cross tie, the head of the rail will be disposed at a slight angle or inclination to the horizontal plane of the cross tie, and thus assist in preventing spreading of said rails incident to the passage of trains and other rolling stock over the same.

In order to prevent the slipping of the plate on the cross tie, the lower face of said plate is provided with spaced longitudinally disposed anchoring members or ribs 13 which bite into the upper surface of the cross tie, there being a transversely disposed rib 14 interposed between the spaced longitudinal ribs 13 to assist in preventing accidental displacement of said plate. The longitudinal ribs 13 are preferably corrugated, while the transverse rib 14 is substantially V-shaped, but if desired, these ribs may be straight or of any other desired contour, without departing from the spirit of the invention. Attention is here called to the fact that that portion of the plate 7 in front of the rib 8 is projected longitudinally to produce an extension 15 which bears against the upper surface of the adjacent cross tie for the purpose of more securely anchoring the plate in position thereon. Thus, it will be seen that the ribs 13 and 14 prevent longitudinal or transverse move-

ment of the plate 7 with respect to the cross tie, while the stop shoulder 9 and the slope or inclination of the upper surface of the plate serve to prevent spreading or torsional movement of the track sections with respect to said plate.

Having thus described the invention, what is claimed as new is:—

1. As a new article of manufacture, a rail-
10 way tie plate including a wedge-shaped body portion having its upper surface formed with a transverse reinforcing rib defining a stop shoulder and its lower face provided with depending longitudinally corrugated
15 anchoring ribs, there being a substantially V-shaped transverse anchoring rib depending from the bottom of the plate between the longitudinally corrugated ribs.

2. As a new article of manufacture, a rail-

way tie plate including a wedge-shaped body 20 portion having its upper surface formed with a transverse reinforcing rib having spaced openings formed therein and defining a shoulder, the lower surface of the plate being provided with spaced longitudinally 25 corrugated anchoring ribs, and a transverse substantially V-shaped anchoring rib disposed between the longitudinal ribs, there being a single opening formed in the reduced end of the body portion between the 30 spaced openings in the reinforcing ribs.

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

THOMAS A. J. HENDRICKS. [L. s.]

Witnesses:

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