

(No Model.)

W. PFEFFERKORN.
RAILWAY TIE PLATE.

No. 510,047.

Patented Dec. 5, 1893.

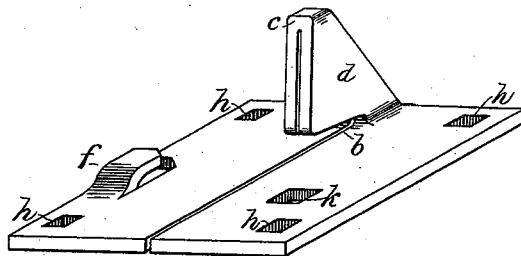


Fig. 1.

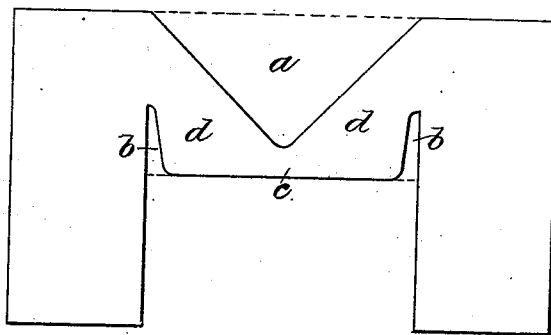


Fig. 2.

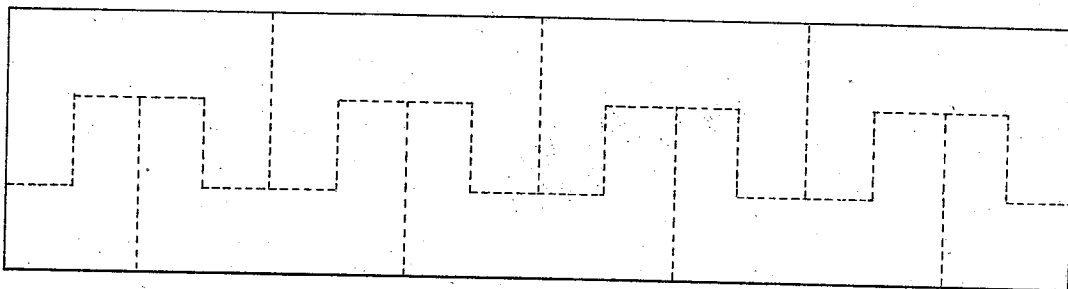


Fig. 3.

WITNESSES:

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RAILWAY-TIE PLATE.

SPECIFICATION forming part of Letters Patent No. 510,047, dated December 5, 1893.

Application filed April 24, 1893. Serial No. 471,663. (No model.)

To all whom it may concern:

Be it known that I, WILHELM PFEFFERKORN, a citizen of the United States, residing at Johnstown, county of Cambria, State of Pennsylvania, have invented a new and useful Improvement in Railway-Tie Plates, of which the following is a true and exact description, due reference being had to the accompanying drawings.

My invention relates to an improved form of brace tie plate for railroads and has for its object to provide a plate which shall be strong and at the same time constructed with the minimum amount of wasted material.

Referring to the drawings Figure 1 shows a tie plate embodying my invention. Fig. 2 is the blank from which the plate is formed and Fig. 3 illustrates a way they might be cut from a sheet with the minimum amount of waste.

The method of forming the plate is as follows: The flat plate shown in Fig. 3 having been cut up as shown by the dotted lines the blanks thus formed have the pieces *a* and *b* Fig. 2 removed by any suitable means as punching or if desired they may be punched directly from the initial plate. The blank is then bent up in the shape shown in Fig. 1 the portion *d* folding at *c* and forming the brace of double thickness *d*. The slot *b* provides a space for the rail flange to enter. The lug *f* which forms a clamp for the other flange of the rail and the holes *h* and *k* are preferably not formed until the last thing as the lug *f* and hole *k* should bear a certain relation to the edge of brace *d*, the rail being clamped between them. The holes *h* provide means for spiking the plate to a tie beneath and the hole *k* permits a spike being driven so as to bear against the flange of the rail and thus lock the plate and prevent it becoming loose.

The blanks shown in dotted lines in Fig. 3 might be bent up as shown in Fig. 1 and *a* and *b* then removed, but I prefer the former method.

By this method of construction, I secure a brace of double thickness and consequently increased strength.

Having thus fully described my invention, what I claim, and desire to protect by Letters Patent, is—

1. A tie plate for railway rails having a vertical brace adapted to engage the web of the rail said brace being formed by folding together the central portions of a plate of metal the sides of which form the base of the tie plate substantially as described.

2. A brace tie plate for railway rails having a central rail brace formed of a piece of metal bent double as described, slot *b* for the entrance of one rail flange and lug *f* for engaging the opposite flange.

3. The method of forming a brace tie plate which consists in forming a blank substantially as shown in Fig. 2, then folding together the central portion at right angles to the side portions and forcing the side portions in contact with each other.

4. The method of forming a brace tie plate from a blank having a central portion adapted to form the brace and two side members, which consists in folding together the central portions at right angles to the side members and forcing the side members in contact with each other.

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

WILHELM PFEFFERKORN.

Witnesses:

JNO. H. KENNEDY,
WM. A. DONALDSON.