

1,049,882.

Fig. 1

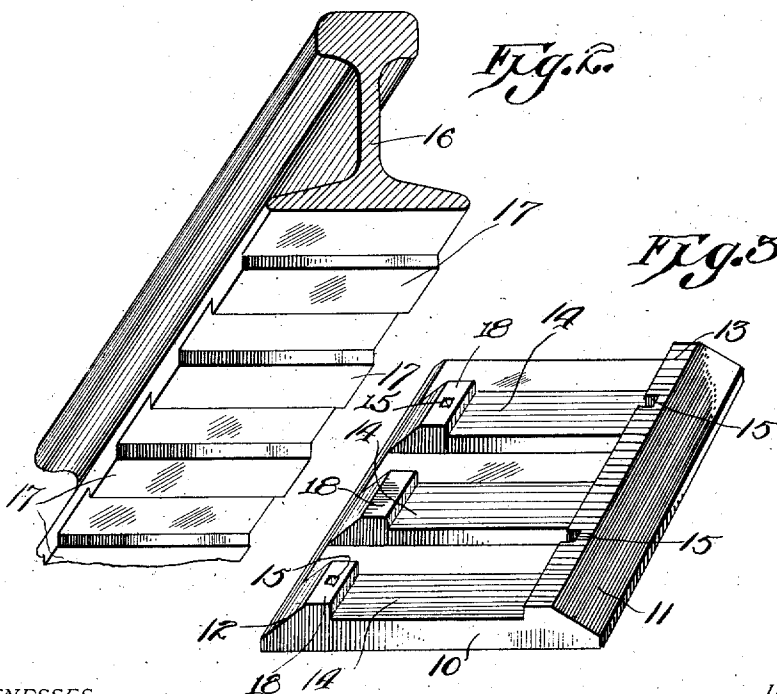
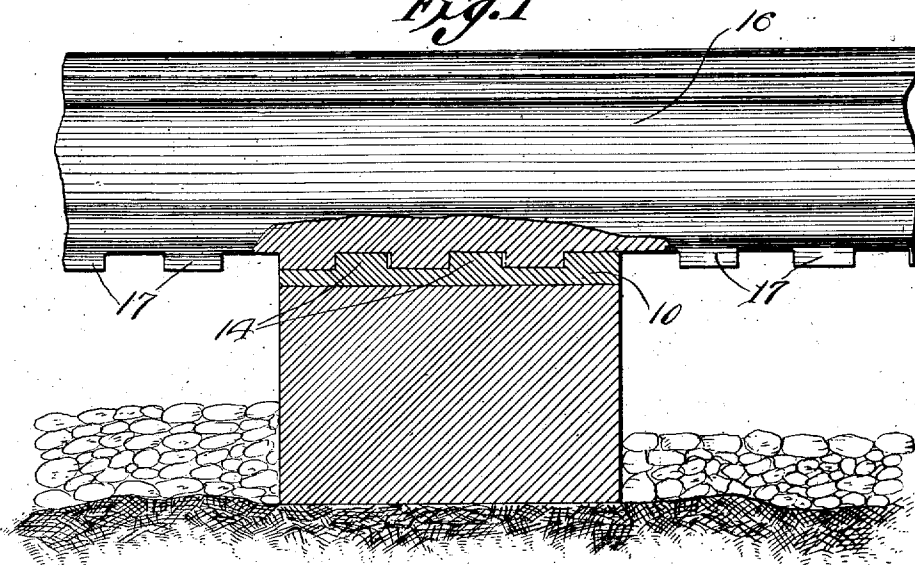


Fig. 5.

WITNESSES

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UNITED STATES PATENT OFFICE

JOHN D. LIDDELL, OF RICHFIELD, IDAHO.

RAILROAD-TIE.

1,049,882.

Specification of Letters Patent.

Patented Jan. 7, 1913.

Application filed March 9, 1912. Serial No. 682,576.

To all whom it may concern:

Be it known that I, JOHN D. LIDDELL, a citizen of the United States, residing at Richfield, in the county of Lincoln and State of Idaho, have invented certain new and useful Improvements in Railroad-Ties, of which the following is a specification, reference being had therein to the accompanying drawing.

10 This invention relates to railroad rails and the principal object of the same is to so construct the rail that the rail will be prevented from creeping on a down grade.

15 The rail is provided with transversely extending ribs which extend across the full width of the base and fit between the ribs formed upon a plate which is mounted upon the railroad tie so that the rail will be securely fastened to the tie and cannot possibly creep without the whole track moving.

20 This invention is illustrated in the accompanying drawings, wherein—

25 Figure 1 is a side elevation of a rail with the lower portion and the tie upon which it is mounted shown in section. Fig. 2 is a perspective view of the improved rail. Fig. 3 is a perspective view of the plate which is mounted upon the tie.

30 This invention comprises a plate 10 which is provided with the beveled sides 11 and 12. The plate is provided with a shoulder 13 at one side from which there extend the transversely extending ribs 14. The plate is provided with openings 15 through which securing spikes pass so that the rail 16 may be secured to the plate. The rail is provided upon its base with the transversely extending ribs 17 which extend the full width of the rail and which are of such size that they will fit snugly between the ribs 14.

40 It should be noted that the ribs 14 are provided with the shoulders 18, so that the

rail will be braced against side play when resting upon the plate with the ribs 17 fitting between the ribs 14. These ribs 17 are provided throughout the entire length of the rail so that the tie does not have to be placed at any certain spot as would be the case if the ribs 17 were at certain places along the length of the rail.

50 When in use the ties are laid in the track bed in the ordinary manner, and the plates 10 are secured to the ties adjacent each end. The rails rest upon the plates with the ribs 17 fitting between the ribs 14. The securing spikes are then driven through the openings 15 and the rails and plates will be secured to the ties. It will be seen that the rail cannot creep without the entire track section moving since the rails are secured to the ties and cannot move independent of the ties.

What is claimed is:—

The combination of a rail plate adapted to be rigidly connected with a tie and having a longitudinally extending shoulder formed at one side of said plate, transversely extending ribs extending from said shoulder to the opposite side of said plate, said ribs being relatively deep and provided with straight side walls, and abutment shoulders formed at the outer ends of said ribs, with a rail having transversely extending ribs formed upon its base, said ribs being relatively deep with straight side walls and fitting between the ribs of said plate, said rail fitting between the longitudinally extending shoulders of said plate and the abutment shoulders of said first mentioned ribs.

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

JOHN D. LIDDELL.

Witnesses:

J. FLETCHER, Jr.,

R. T. HARBACH.