M. LEONARD.

RAILWAY TIE PLATE.

APPLICATION FILED SEPT. 6, 1912.

1,050,670.

Patented Jan. 14, 1913.

Fig. 1.

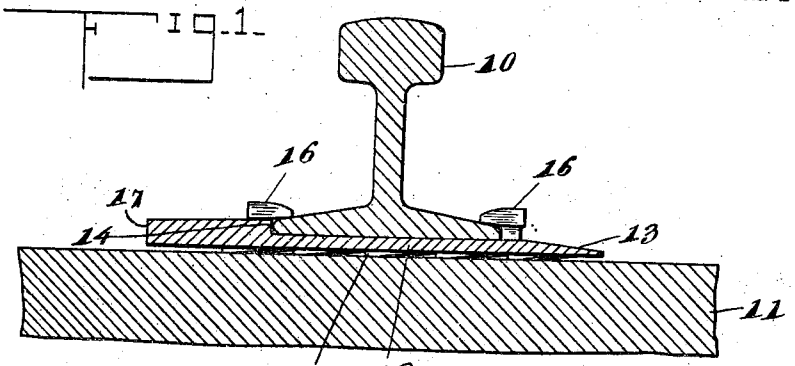


Fig. 2.

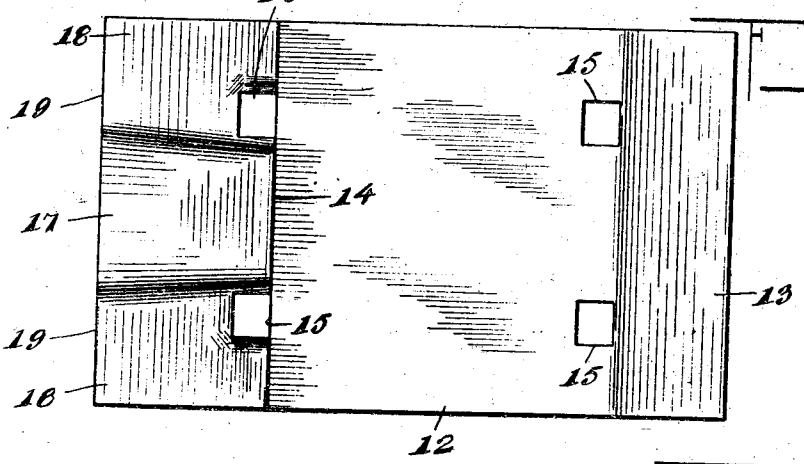


Fig. 3.

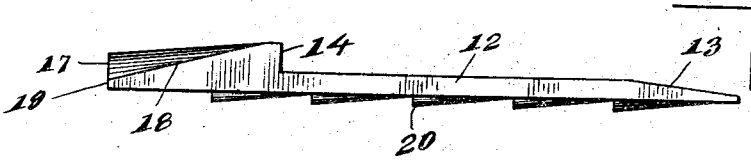
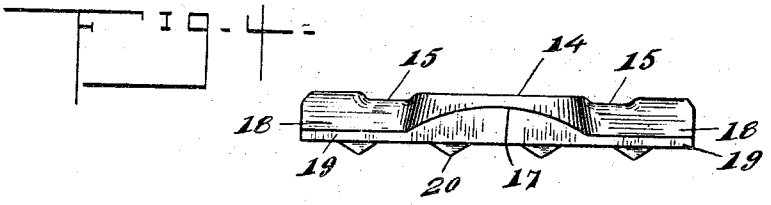


Fig. 4.



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RAILWAY-TIE PLATE.

1,050,670. Specification of Letters Patent. Patented Jan. 14, 1913.

Application filed September 6, 1912. Serial No. 718,986.

To all whom it may concern:

Be it known that I, MIKE LEONARD, a citizen of the United States, residing at Curtis, in the county of Clark, State of Arkansas, have invented certain new and useful Improvements in Railway-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.

This invention relates to tie plates for railways, and has for an object to provide a tie plate having an anvil against which a hammer or other tool may be struck to drive the plate underneath the rail, there being a plurality of pointed teeth formed on the underneath face of the tie plate and pointing toward the anvil, these teeth permitting of the tie plate being easily knocked under the rail, and positively preventing retrograde movement of the tie plates.

With the above object in view, the invention consists of certain details of construction and combination of parts hereinafter fully described and claimed, it being understood that various modifications may be made in the minor details of construction within the scope of the appended claim.

In the accompanying drawings forming part of this specification, Figure 1 is a cross sectional view through a rail and tie with my improved tie plate in applied position. Fig. 2 is a plan view of the tie plate. Fig. 3 is a front elevation of the tie plate. Fig. 4 is an end elevation of the tie plate.

Referring now to the drawings, in which like characters of reference designate similar parts, 10 designates a rail and 11 a portion of a railway tie. The tie plate comprising the subject matter of this invention consists of a substantially oblong blank of sheet metal 12, one end edge of which is beveled, as shown at 13, to form a relatively thin edge to facilitate the tie plate being driven in between the rail and tie. Remote from the entrance edge 13, the tie plate is thickened to form a shoulder 14 adapted to abut the outer edge of the rail base flange, and through this thickened portion, and also to the body of the plate are passed spike openings 15 to receive the securing spikes 16 of the rail. The thickened end of the tie plate is continued back between the spike opening to the extreme edge of the tie plate to form an anvil 17 against which a hammer or similar tool may be struck to drive the tie plate underneath the rail. Those portions of the thickened end of the tie plate which lie between the spike openings and the side edges of the tie plate are beveled as shown at 18 to provide thin end edges 19 between which the anvil 17 is centered in order that the blows of the hammer upon the anvil will drive the tie plate underneath the rail without danger of angling the tie plate.

Arranged longitudinally upon the tie plate bottom face are a plurality of parallel rows of pointed teeth 20, the points of which are directed toward the anvil. By this arrangement of the teeth, the latter offer no obstructions to advance of the tie plate underneath the rail, but after he ie plate has been advanced until the shoulder 14 abuts the outer edge of the rail base flange, the teeth engage in the tie and positively prevent backing out of the tie plate from applied position.

What is claimed is:

A railway tie plate having one edge beveled and forming a relatively thin entrance edge, and having a thickened end portion remote from said entrance edge, said thickened end portion being beveled near the side edges, said beveled portions extending to the adjacent end edge of said plate with a resultant thickened anvil centered between said beveled portions, and a plurality of teeth on the bottom face of said tie plate having their points directed toward said anvil.

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

MIKE LEONARD.

Witnesses:
B. S. WELCH,
T. H. ADAMS.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents Washington, D. C."