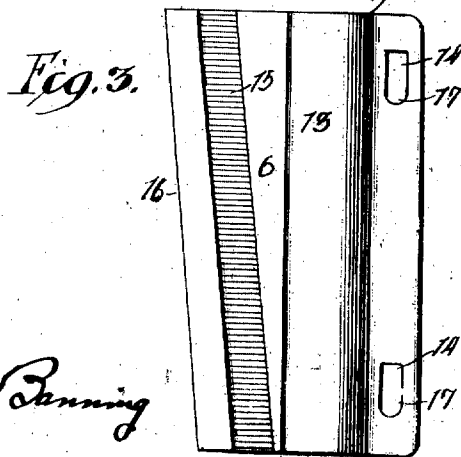
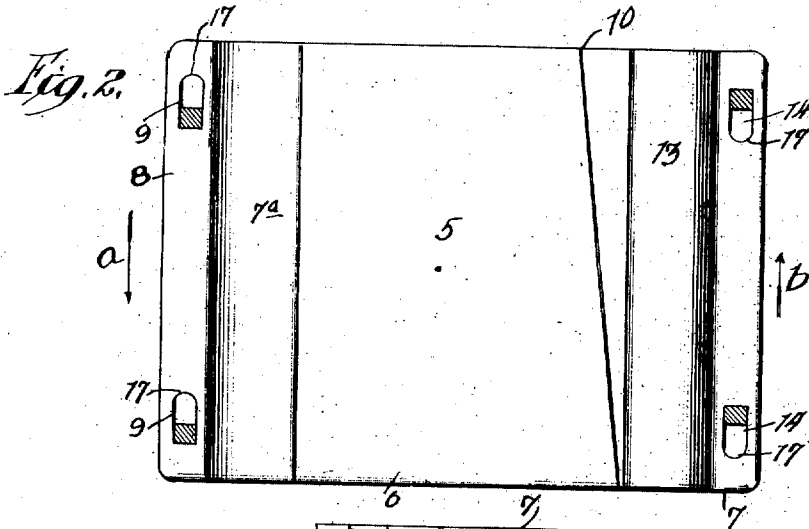
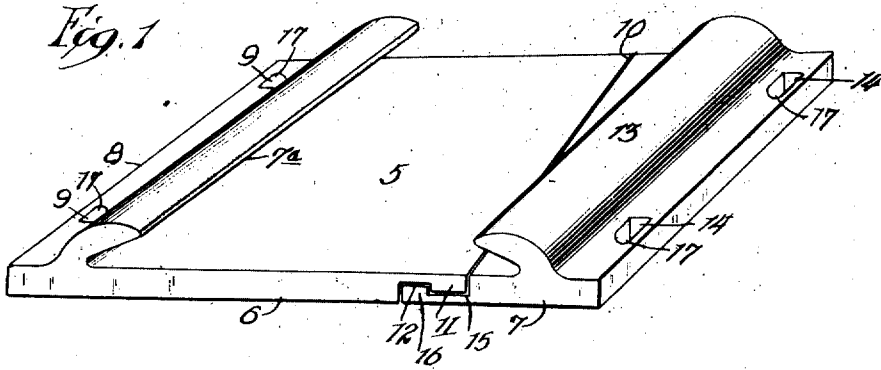


P. W. MOORE.
COMBINATION TIE PLATE AND ANTICREEPER.
APPLICATION FILED APR. 27, 1909.

1,000,105.

Patented Aug. 8, 1911.
2 SHEETS—SHEET 1.



Witnesses:

Wm. P. Bond

Carson H. Penning

Inventor:
Philip W. Moore

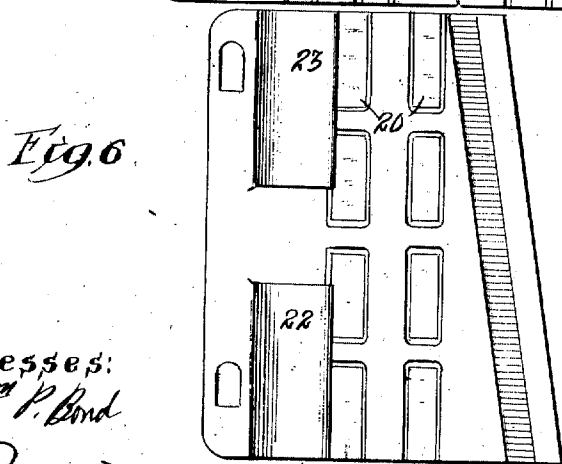
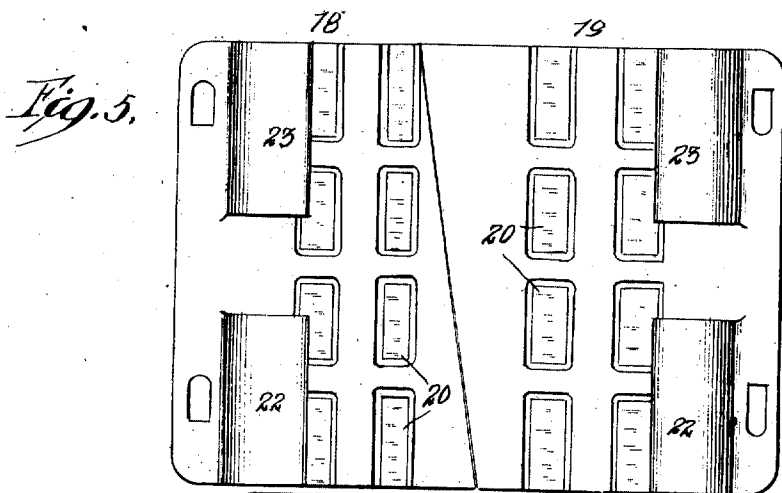
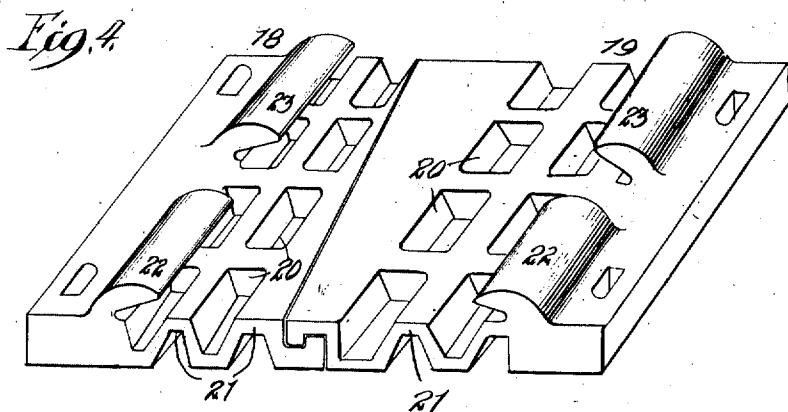
By [Signature] Attorney

P. W. MOORE.
COMBINATION TIE PLATE AND ANTICREEPER.
APPLICATION FILED APR. 27, 1909.

1,000,105.

Patented Aug. 8, 1911.

2 SHEETS-SHEET 2.



Witnesses:

Wm. P. Bond

Pinson H. Banning

Inventor:
Philip W. Moore

by *Ernest T. Banning*
Attys.

UNITED STATES PATENT OFFICE.

PHILIP W. MOORE, OF EVANSTON, ILLINOIS, ASSIGNOR TO RAILWAY SPECIALTY & SUPPLY COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

COMBINATION TIE-PLATE AND ANTICREEPER.

1,000,105.

Specification of Letters Patent.

Patented Aug. 8, 1911.

Application filed April 27, 1909. Serial No. 492,598.

To all whom it may concern:

Be it known that I, PHILIP W. MOORE, a citizen of the United States, residing at Evanston, in the county of Cook and State of Illinois, have invented a certain new and useful Improvement in Combination Tie-Plates and Anticreepers, of which the following is a specification.

The present invention relates to an improved combination tie-plate and anticreeper and its particular object is to provide for fixedly engaging the base of a railway rail for preventing longitudinal movement and travel thereof, as well as for eliminating lateral or sidewise movement, the device being locked to a railway tie or sleeper.

The invention consists in the features of construction and combination of parts hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view showing one form of this improved combination device; Fig. 2, a top or plan view thereof; Fig. 3, a side elevation of one of the independent plate sections; Fig. 4, a perspective view illustrating a modified construction; Fig. 5, a top or plan view of the device shown in Fig. 4; Fig. 6, a plan view of one of the plate sections shown in Figs. 4 and 5.

This improved combination device, as illustrated, particularly in Fig. 1, comprises a flat base or bed plate 5, having two independent sections 6 and 7 respectively. The section 6 has an elongated integral gripping jaw 7^a formed on its upper side, the gripping jaw being formed to grip the top and bottom of a rail base tightly, and adjacent said jaw along the outer side wall 8 are suitable spike openings 9. The opposite inner side wall is angularly formed as at 10 and has a tongue 11 and groove 12 formed adjacent thereto. The other independent plate section 7, as shown, has an elongated integral gripping jaw 13 formed on its upper side and designed to tightly grip the top and bottom of a rail base, and has spike openings 14 along its outer edge. The base of this section likewise has a groove 15 and a tongue 16, proportioned to cooperate with the other independent section 6, the tongue 11 engaging the groove 15 and the groove 12 engaging the tongue 16.

As illustrated in Fig. 2, upon the outer opposite edges of the base or bed plate 5 are spike openings 9 and 14, respectively, said

openings each having one end rounded, as at 17, and one end squared, said openings being oppositely arranged on the independent sections, thus allowing, in either case, each section to move in a direction to tighten its grip on the rail, but not in the opposite direction. As shown, the holes are arranged for the use of a spike, rectangular in cross section, and the person applying the spike will instinctively drive the spike in the squared end of the slot. Conversely, if a screw spike is used, the location of the rounded and squared ends will be reversed.

When it is desired to make a lighter device, the honey-comb arch construction illustrated in Figs. 4, 5 and 6 may be employed. As shown, the bodies of the independent plate sections 18 and 19 are of honey-comb formation 20, intermediate arches 21 being formed within the space. Gripping jaws 22 and 23 are formed upon each of the independent plate sections.

In use, this combination railway tie-plate and anti-creeper is secured to a railway tie in the usual manner. The interlocking tongue and groove construction, being angularly disposed with respect to the longitudinal or lengthwise travel of the railway rail, will cause the device to firmly anchor itself thereto. It will be seen that should the rail tend to creep in direction of arrow "A" (Fig. 2), it will carry with it the section 6, while section 7 is held from moving by the pressure of spikes against the square end of openings 14. Conversely, moving of the rail in the opposite direction, as indicated by the arrow "B" carries the section 7, while section 6 is held from moving by pressure of spikes against the square end of opening 9. Therefore, the tendency of the rail to move in either direction will cause the two plate sections to grip the rail base more tightly.

Although for purposes of illustration, an interlocking tongue and groove construction has been shown, it is to be understood that my invention contemplates the use of any suitable locking means capable of operating for the purposes intended.

It is apparent from the drawings that the shape of the spike slots is to be determined by the cross section of the spike to be driven therein, and if spikes of other cross section than that shown, as, for instance, screw spikes, are used, the shape of the spike slots must be varied to suit the circumstances.

What I claim as new and desire to secure by Letters Patent is:

1. A combination tie plate and anti-creeper, comprising separate sections, said sections having gripping jaws adapted to engage the flanges of the rail, and means for securing the sections to the tie, spike openings adapted to permit a longitudinal movement of one of the sections with respect to the other, the sections coacting to automatically tighten their grip upon the rail when one of the sections is moved longitudinally with respect to the other, substantially as described.
2. A combination tie plate and anti-creeper, comprising separate sections united together by interlocking tongues and grooves formed at a slight angle with respect to the longitudinal axis of the rail, the respective sections having gripping jaws and provided with elongated spike openings adapted to permit movement of one of the sections with respect to the other, the sections co-acting in a manner to automatically tighten their grip upon the rail when one of the sections is moved longitudinally with respect to the other, substantially as described.
3. A combination tie plate and anti-creeper, comprising two separate sections, each having gripping jaws and provided with an elongated spike opening, the sections being united together by interlocking tongues and grooves disposed at a slight diagonal with respect to the longitudinal axis of the rail, spikes entered through the spike openings and of a size to permit a gripping movement of each of the sections in one direction only, said gripping movements of the respective sections being in opposite directions, the sections co-acting to automatically tighten their grip on the rail when either section is moved longitudinally, substantially as described.
4. A combination tie plate and anti-creeper, comprising independent sections united together to prevent longitudinal creeping of the rail, the respective sections having gripping jaws and elongated spike openings, said spike openings having one end squared and one end rounded to indicate the proper location of the spike, the spike openings on one section being formed oppositely from the openings on the other

section, so that spikes may be so driven that each section may move in a direction to tighten its grip on the rail, substantially as described.

5. A combination tie plate and anti-creeper, comprising independent sections united together by interlocking tongues and grooves to prevent longitudinal creeping of the rail, the respective sections having integral gripping jaws and provided with spike openings, said spike openings having one end squared and one end rounded to indicate the proper location of the spike, the spike openings on one section being formed oppositely from the openings on the other section, so that spikes may be so driven that each section may move in a direction to tighten its grip on the rail, substantially as described.

6. A tie-plate made in a plurality of connected parts, one of said parts having an elongated spike hole to allow endwise movement in clamping for an anti-creeper action, substantially as described.

7. A tie-plate made in a plurality of connected parts, the connection being arranged to move one part toward the other on endwise travel of a movable part, and an elongated spike hole in the movable part, substantially as described.

8. A tie-plate made in a plurality of parts having rail clamps on each part, said parts being connected to allow endwise movement of one relative to the other, and an enlarged spike hole on the movable part, substantially as described.

9. A tie-plate having an inclined sliding joint between the parts thereof, and a tie-holding device arranged to allow movement of one part with respect to the other, substantially as described.

10. A tie-plate made in two parts with a sliding inclined connection between them and rail clamps on each part, each of said parts having an enlarged spike hole to allow travel of said part relative to the other and cause an anti-creeper function, substantially as described.

PHILIP W. MOORE.

Witnesses:

WALKER BANNING,
WM. P. BOND.