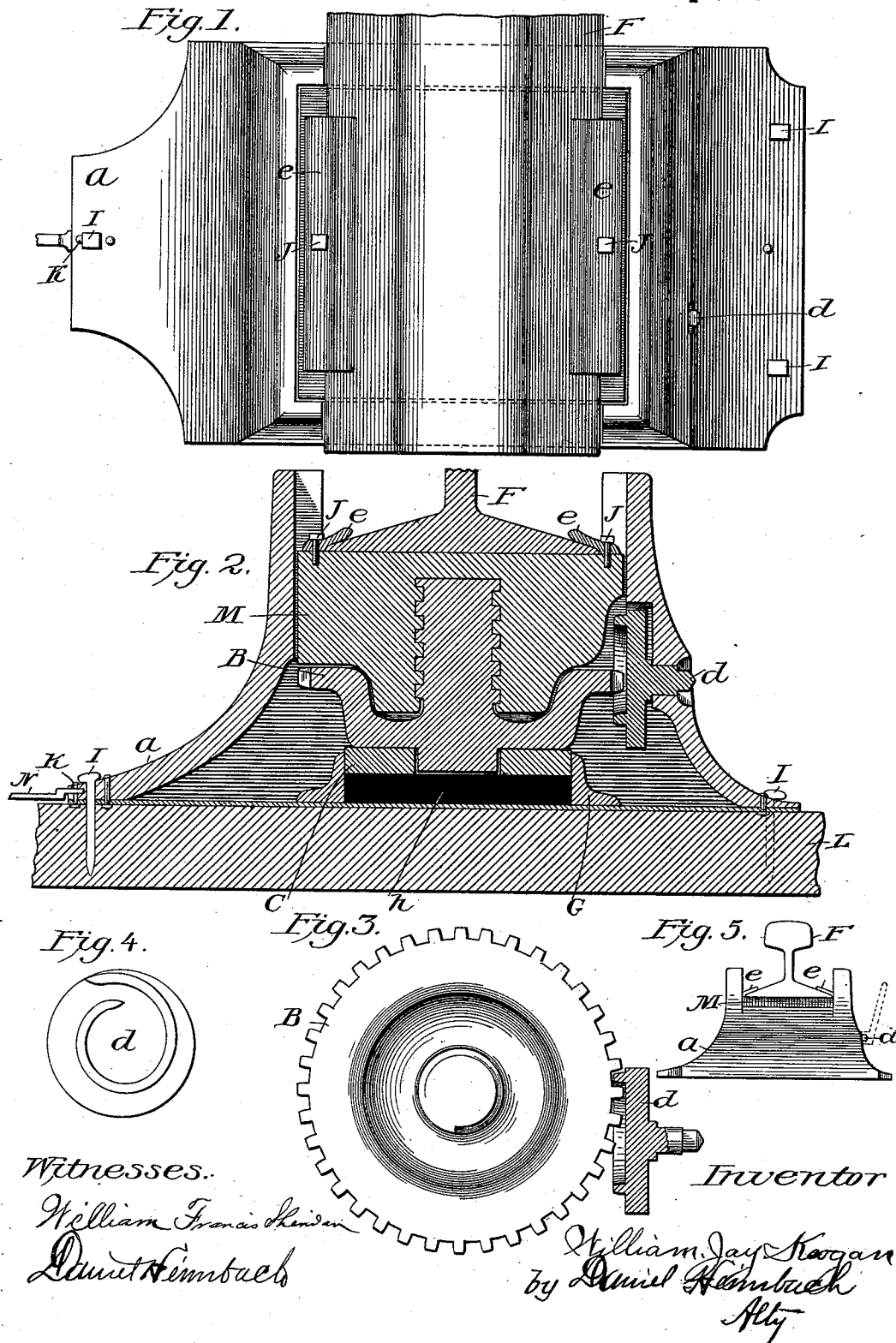


(No Model.)

W. J. KEOGAN.
ADJUSTABLE RAILROAD TIE PLATE.

No. 537,042.

Patented Apr. 9, 1895.



UNITED STATES PATENT OFFICE.

WILLIAM JAY KEOGAN, OF WHITE HAVEN, PENNSYLVANIA.

ADJUSTABLE RAILROAD-TIE PLATE.

SPECIFICATION forming part of Letters Patent No. 537,042, dated April 9, 1895.

Application filed October 17, 1894. Serial No. 526,215. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM JAY KEOGAN, of White Haven, in the county of Luzerne and State of Pennsylvania, have invented a new and Improved Adjustable Railroad-Tie Plate, of which the following is a full, clear, and exact description.

The object of my invention is to provide a new and improved adjustable railroad tie plate which is simple and durable in construction and permits of conveniently and quickly raising or lowering the rail to keep the track in proper alignment without disturbing the road bed or ties.

15 The invention consists of a rail support in which a wheel with cogs and screws combined engages with a nut, mounted on a screw for raising the rail thereon, without disturbing the ties or bed, as hereinafter set forth and claimed.

The invention also consists of certain parts and details and combinations of the same, as will be hereinafter described, and then pointed out in the claims.

25 Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1, is a view of top and rail resting on plate. Fig. 2, is a cross sectional view of the device; Fig. 3, a plan view of the cog wheel and screw combined; Fig. 4, a plan view of the operating wheel with flange on end for engaging the cog to raise the support; 35 Fig. 5, a side view of the rail support.

The improved adjustable railroad rail support is provided with a plate spiked on the tie.

40 B is a cog wheel and screw, and when turned raises steel block M to which rail F is fastened, by lugs e, e, and bolts J, J.

C is a flat steel plate with a recess therein, on which the cog wheel rests.

d is the wheel with flange on its face to turn wheel B, to raise or lower the seat M.

G is the box to hold rubber H and plate C. 45 I, are holes in plate for spikes.

K are holes for the bolts.

L, is the tie for supporting the parts of the device.

N, is a tie bar to hold plates in position and prevent the track rails from spreading. 50

To raise or lower the rail and its seat a wrench is applied to wheel d, which rotates cog wheel B with its screw stem and raises rail seat M, or lowers it, as may be needed. 55

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In an adjustable railroad tie plate, an enclosing box or shell provided with vertical 60 guides, a seat-block mounted for vertical adjustment in said guides, a rotatable wheel and screw engaging said seat block, for the adjustment of the latter as set forth.

2. The combination of the seat block, the 65 wheel and screw engaging therewith, and the flanged wheel to effect the adjustment of the seat block, as set forth.

3. A seat block for the support of the rail, a wheel or plate provided with a screw for the 70 adjustment of the same and an under bearing therefor consisting of an apertured plate and an elastic cushion beneath said plate, as set forth.

WILLIAM JAY KEOGAN.

Witnesses:

DANIEL HEIMBACH,

WILLIAM FRANCIS SHERIDAN.