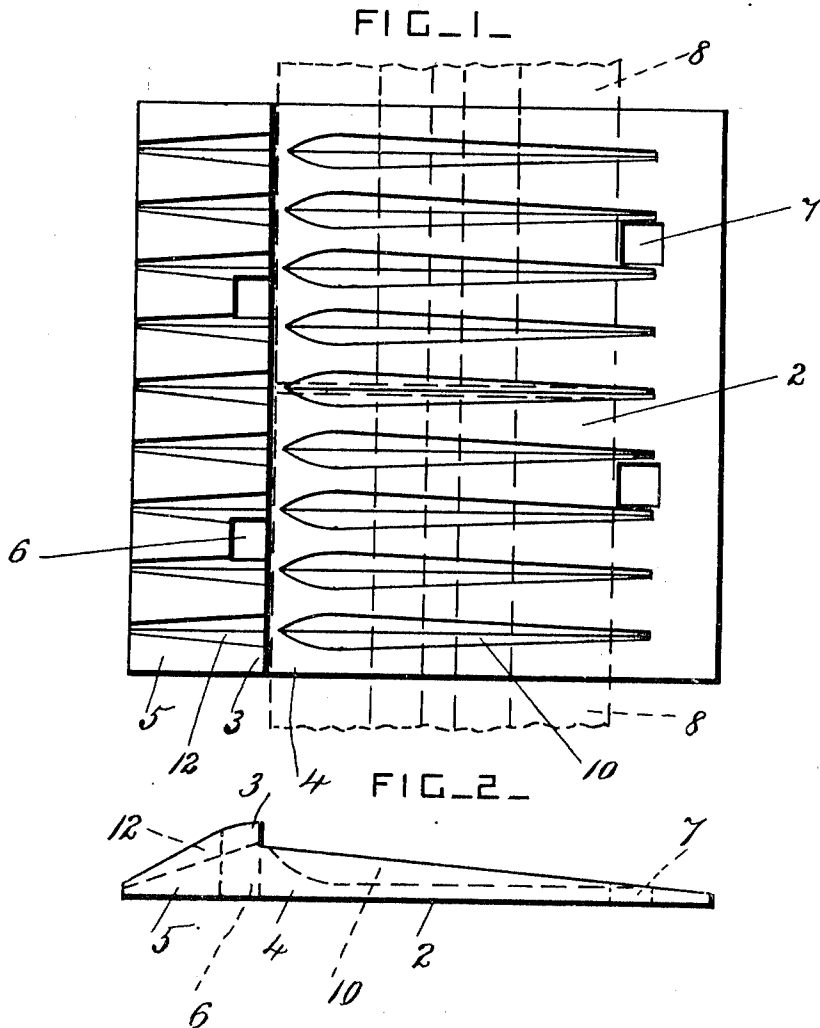


E. T. LILLIEDALE.
 TRACK PLATE.
 APPLICATION FILED MAR. 8, 1913.

1,061,246.

Patented May 6, 1913.



Inventor

Edward T. Lilliedale.

By

Herbert W. Jenner.

Attorney

Witnesses

W. L. Busch
 Arthur C. Beaumont

UNITED STATES PATENT OFFICE.

EDWARD T. LILLIEDALE, OF HORN BROOK, CALIFORNIA.

TRACK-PLATE.

1,061,246.

Specification of Letters Patent.

Patented May 6, 1913.

Application filed March 8, 1913. Serial No. 753,028.

To all whom it may concern:

Be it known that I, EDWARD T. LILLIEDALE, a citizen of the United States, residing at Hornbrook, in the county of Siskiyou and State of California, have invented certain new and useful Improvements in Track-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 track plates used in connection with railroad rails; and it consists of a tapering plate specially adapted to be used on curves and constructed as hereinafter fully described and claimed.

In the drawings, Figure 1 is a plan view of a track plate constructed according to this invention. Fig. 2 is an end view of the same.

The track plate 2 is formed tapering and thicker near one side of it than at the other side. An upwardly-projecting guide-rib 3 is provided at the thickest part 4 of the track plate, and the narrow outer portion 5 of the plate tapers to its outer edge in the opposite direction from its main portion.

Spike holes 6 are punched through the guide-rib 3, and spike holes 7 are punched through the main portion of the plate at any desired distance from the holes 6. The base flanges 8 of the two rails are indicated in dotted lines, and they are arranged between the spike holes 6 and 7 and in contact with the guide-rib.

The main portion of the plate is provided with a series of angle-shaped cross-grooves 10, which are deepest at the thickest part of the plate and which taper substantially in proportion to the decreasing thickness of the plate. A second series of angle-shaped cross-grooves 12 is formed in the guide-rib

3 and in the narrow outer part of the plate, and these cross-grooves 12 are tapered in the reverse direction from the cross-grooves 10. The cross-grooves 10 extend between the guide-rib and the spike holes 7 leaving the outer portion of the plate ungrooved.

These plates are preferably made of rolled metal, and the cross-grooves are rolled in them during manufacture. These cross-grooves lighten the plate without weakening it materially, and to a great extent equalize the amount of metal in the plate at different points of its width.

These plates are placed under the joints of rails on curves, and they tilt or cant the track toward the inside of the curve, as is requisite for the safety of trains.

What I claim is:

1. A track plate or tie plate provided with a longitudinal rib on its upper surface near one side edge, and having a tapering main portion which is thickest at the said rib, said plate having also lateral cross-grooves in its said rib and main portion, which cross-grooves are deepest at the thickest parts of the plate.

2. A track plate provided with a guide-rib near one side and having a tapering main portion which is thickest at the guide-rib, and having also spike holes through the guide-rib and through the thinner side part of its main portion, said plate having also series of tapering cross-grooves in its guide-rib and in its main portion, which cross-grooves are deepest at the thickest parts of the plate.

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

EDWARD T. LILLIEDALE.

Witnesses:

HARRY H. CHAPMAN,
MARGARET O'NEIL.