

C. M. KIPP.
 ANTICREEPING TIE PLATE.
 APPLICATION FILED JULY 11, 1911.

1,044,396.

Patented Nov. 12, 1912.

FIG. 1.

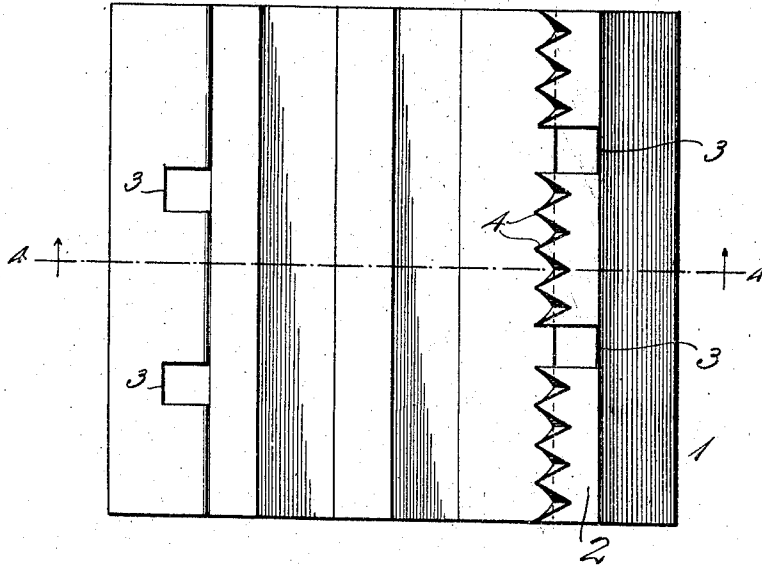
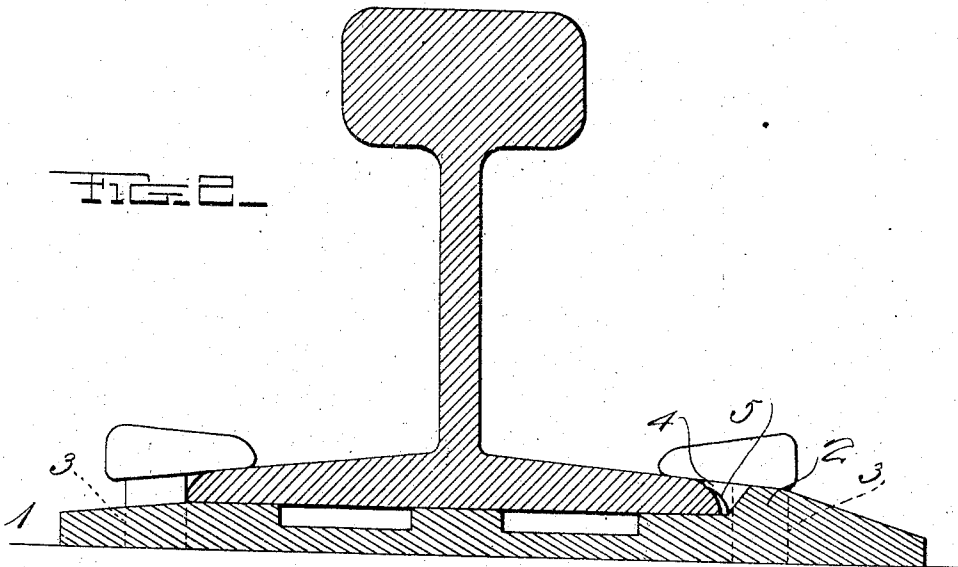


FIG. 2.



Witnesses
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ANTICREEPING TIE-PLATE.

1,044,396.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, CHARLES M. KIPP, a citizen of the United States of America, and a resident of the city of Marysville, in the county of Yuba and State of California, have invented certain new and useful Improvements in Anticreeping Tie-Plates, of which the following is a specification.

This invention relates to improvements in railway tie plates of that class which are interposed between the base of the rail and the tie or other substructure.

The object of the invention is to provide such a plate with simple and efficient means for preventing the longitudinal movement or creeping of the rail over the tie plate and substructure and to force the rail base into close frictional contact with the tie plate.

With this and other objects in view the invention consists of certain novel features of construction, and the combination and arrangement of parts as will be more fully described and claimed.

In the accompanying drawings; Figure 1 represents a top-plan view of the tie plate constructed in accordance with this invention; Fig. 2 is a transverse section thereof showing the plate applied.

This improved anti rail creeping means may be applied to any shouldered tie plate 1, such as are in general use and which are provided with a longitudinally extending shoulder 2 at the outer side to prevent the rail from shearing or cutting off the heads of the securing spikes. These plates 1 are also provided with the usual spike holes 3 to receive spikes for securing the plates to the supporting structure.

The tie plate 1 to which this invention is applied preferably has its shoulder 2 formed one-sixteenth of an inch wider than the corresponding shoulder of the ordinary tie plate and said shoulder is constructed of very hard steel much harder than that from which the rail is formed. This widened

shoulder 2 is provided with a plurality of teeth 4 which are not cut through the shoulder at their upper ends and the lower faces 5 of the teeth 4 are inclined downwardly and inwardly from their free ends to their base as is shown clearly in Fig. 2 and when the teeth are forced into the rail flange by a blow with a hammer or other means the inclined under face of the teeth will force the rail downwardly into close frictional engagement with the tie plate thereby performing the double function of holding the rail against longitudinal movement relatively to the plate and as means for clamping the rail to the plate.

As clearly shown, the biting teeth 4 are adapted to be wedged into the space between the shoulder 2 of the tie plate 1 and adjacent edge of the base of the rail, as shown in Fig. 2, whereby the rail is not only prevented from creeping, but a wedge is formed for bindingly engaging the parts thus assembled.

It will thus be obvious that a plate constructed as above described will reliably and efficiently engage and hold a rail and the shoulder 2 thereof will prevent the rail flange from cutting off the heads of the securing spikes in the usual manner.

I claim as my invention;

A combination tie plate having a longitudinally extending shoulder forming one edge of said plate, and an extending lip provided with overhanging biting teeth forming the opposite edge of said plate, which teeth are deflected into and completely fill the space between the edge of the rail and tie plate provided with said lip, whereby the said rail is prevented from creeping and is bindingly clamped in respect to the tie plate.

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Witnesses:

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