

(No Model.)

A. J. MOXHAM.
RAILROAD RAIL CHAIR.

No. 482,802.

Patented Sept. 20, 1892.

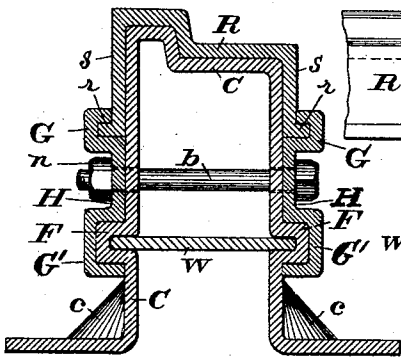


Fig. 1.

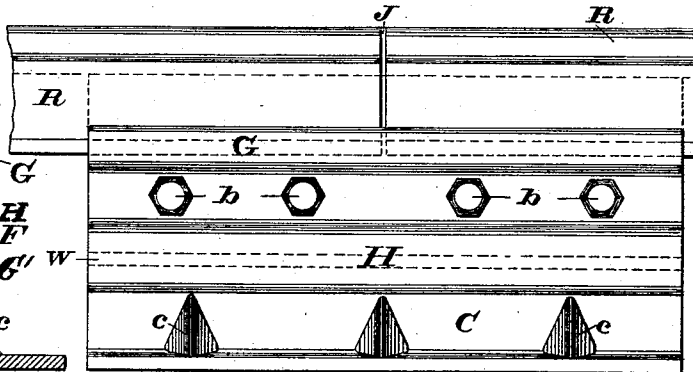


Fig. 2.

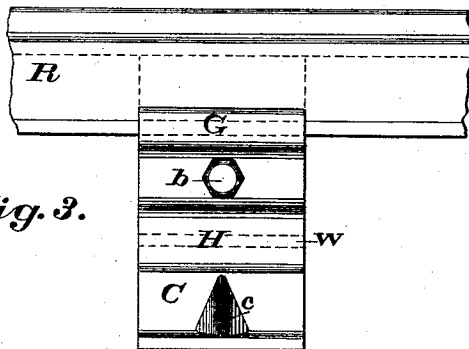


Fig. 3.

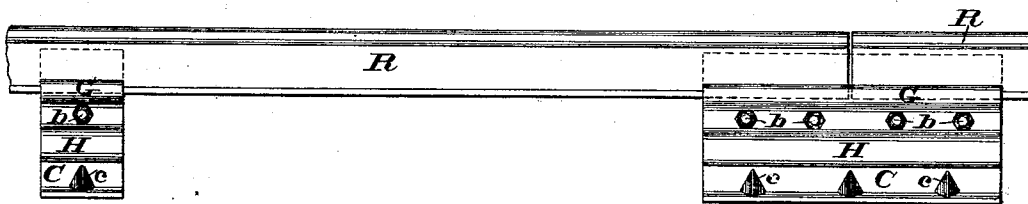


Fig. 4.

WITNESSES:
Francis P. Reilly,
W. H. Brückel,

INVENTOR
A. J. Moxham
BY R. M. Doolittle
ATTORNEY

UNITED STATES PATENT OFFICE.

ARTHUR J. MOXHAM, OF JOHNSTOWN, PENNSYLVANIA.

RAILROAD-RAIL CHAIR.

SPECIFICATION forming part of Letters Patent No. 482,802, dated September 20, 1892.

Application filed September 30, 1891. Serial No. 407,275. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR J. MOXHAM, of Johnstown, in the county of Cambria and State of Pennsylvania, have invented a new and useful Railroad-Rail Chair, which invention is fully set forth and illustrated in the following specification and accompanying drawings.

The object of this invention is to provide a chair for a railroad-rail of channel form which, in addition to its peculiar form, shall offer no obstruction to the laying of ordinary street-pavement with broken joints.

The invention will first be described in detail, and then particularly set forth in the claims.

In the accompanying drawings, Figure 1 shows the chair in cross-section, having a rail of ordinary channel form secured thereto. Fig. 2 is a side elevation showing the chair uniting the ends of two contiguous rails. Fig. 3 is a side elevation of Fig. 1, looking to the left. Fig. 4 is a side elevation on a smaller scale, showing the joint-chair shown in Fig. 2 uniting two contiguous rails, and also an intermediate chair, such as shown in Fig. 3.

In the figures the several parts are respectively indicated by reference-letters, as follows:

The letter R indicates a rail of ordinary channel form provided with exterior lugs *r* on the bottoms of its vertical webs *s*. The letter C indicates a chair for said rail of hollow or box form, having on each side a protrusion or offset *F*. Said chair is preferably shaped to fit under the head of the rail, as shown.

The letters H H indicate two clamps, one on each side, offset as shown at *G G'*, to fit over and clamp the lugs *r* on the rail and the offset *F* on the chair. A bolt *b* is passed through the clamps H and the sides of the chair and is secured by means of a nut *n*, and thus all the parts are firmly secured together. Said bolt is passed through the recesses formed in the clamps H H, between the offsets or bearings *G G'*, and its head and end lying within said recesses form no obstruction to the street-paving. A flat plate of metal W is inserted in the chair to act as a stiffener, said plate being seated in the recesses formed by the offsets or protrusions *F F*.

The letter *c* indicates strengthening-braces, which may, if desired, be stamped out on each side at the angle formed between the side of the chair and its foot.

When the chair is to be used as a joint-chair uniting the ends of two contiguous rails, as shown in Fig. 2, it is made of greater length, and four bolts *b* may be used, as shown in said figure, the letter J indicating the contiguous ends of the two rails.

Having thus fully described my said invention, I claim—

1. The combination, with a rail of channel form provided with lugs on its vertical webs, of an interior chair having projections, as *F*, and two exterior clamps offset to fit over said lugs and projections above and below the same, each of said clamps having a recess adapted to receive either the head or nut of a fastening-bolt.

2. The combination of a rail of channel form provided with lugs on its vertical webs, an interior chair having projections, as *F*, two exterior clamps offset to fit over said lugs and projections, and a bolt passing through said clamps and chair and having its head and nut seated in recesses formed in said clamps between said lugs and projections.

3. A rail-chair of box form provided with an inserted horizontal stiffening-plate.

4. In combination with a rail-chair of box form having recesses in its sides, a horizontal stiffening-plate, as *W*, inserted in said recesses.

5. The combination, with a rail of channel form, of an interior chair, a horizontal stiffening-plate recessed in said chair, and two exterior clamps.

6. The combination of a rail of channel form provided with lugs on its vertical webs, an interior chair, an interior horizontal stiffening-plate for said chair, and two exterior clamps offset to fit over said lugs and each provided with a recess adapted to receive either the head or nut of a fastening-bolt.

7. The combination of a rail of channel form provided with lugs on its vertical webs, an interior chair having projections, as *F*, two exterior clamps offset to fit over said lugs and projections, and a horizontal stiffening-plate for said chair recessed therein.

8. The combination of a rail of channel
form provided with lugs on its vertical webs,
an interior chair having projections, as F,
two exterior clamps offset to fit over said lugs
5 and projections, a horizontal stiffening-plate
for said chair, and a bolt or bolts passing
through said clamps and chair and having
their heads and nuts located within recesses
formed in said clamps.

ARTHUR J. MOXHAM.

Witnesses:

ROBERT S. MURPHY,
A. J. BRYAN.