

(No Model.)

W. M. BROWN.
INTERLOCKING RAIL CHAIR.

No. 492,458.

Patented Feb. 28, 1893.

Fig. 2.

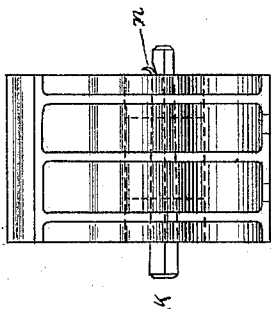


Fig. 4.

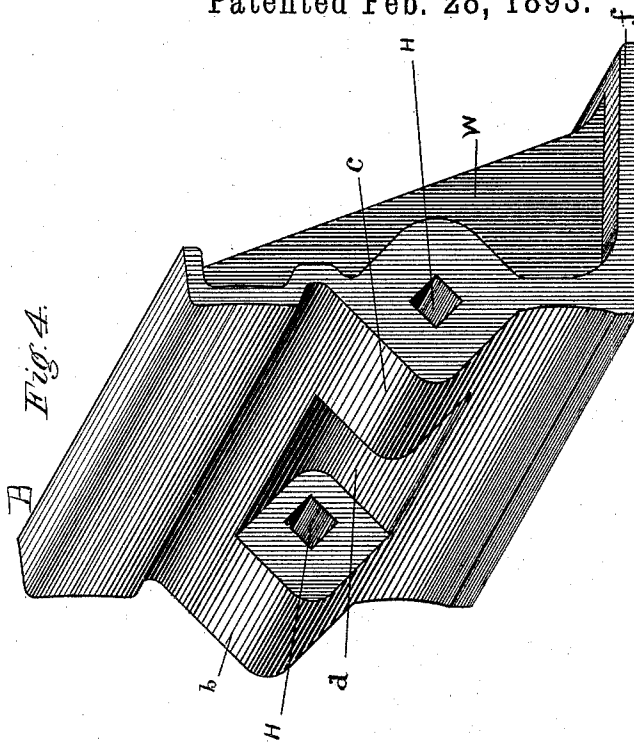


Fig. 1.

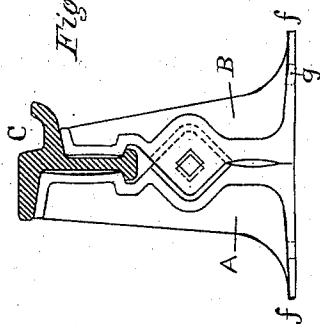
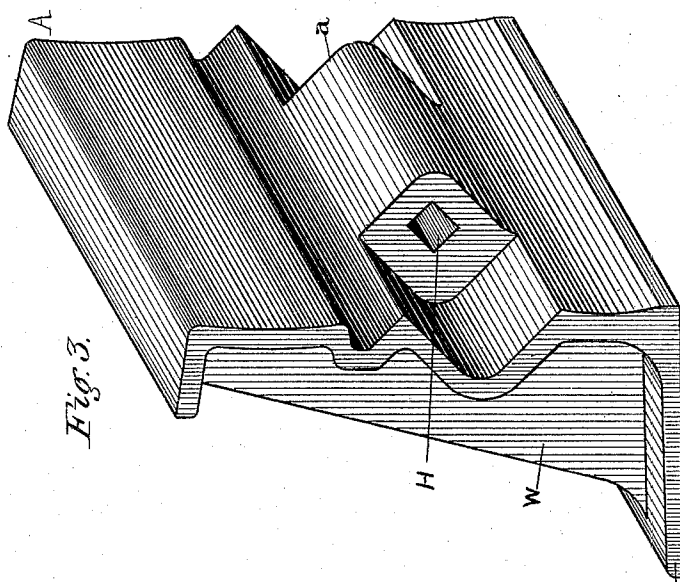


Fig. 3.



Witnesses:
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UNITED STATES PATENT OFFICE.

WILLIAM MILT. BROWN, OF JOHNSTOWN, PENNSYLVANIA, ASSIGNOR TO
THE JOHNSON STEEL STREET RAIL COMPANY, OF KENTUCKY.

INTERLOCKING RAIL-CHAIR.

SPECIFICATION forming part of Letters Patent No. 492,458, dated February 28, 1893.

Application filed February 15, 1888. Serial No. 264,125. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM MILTON BROWN, of Johnstown, in the county of Cambria and State of Pennsylvania, have invented a new and useful Interlocking Rail-Chair for Girder-Rails, which invention is fully set forth and illustrated in the following specification and accompanying drawings.

The object of this invention is to provide a two-part-chair of cast-metal which parts can be interlocked and secured together by a single key, without bolts or other similar fastenings.

In the accompanying drawings, Figure 1, shows the chair in end-elevation having a girder-rail mounted thereon, shown in cross-section. Fig. 2, illustrates said chair in side-elevation looking from the right, the rail being omitted. Fig. 3, shows enlarged, in perspective, one-half of the chair detached. Fig. 4, is a similar view of the other part of the chair, detached.

In said figures the several parts are indicated by letters of reference as follows.

The letter A, indicates one-half, or the head-part of the chair; B, the opposite half of the chair, or the part which supports the tram of the rail; and C, the rail in cross-section, mounted in and upon the completed chair.

In order to secure these chairs to the rails, each part of the chair is placed to match into the other, the keyhole-lug *a*, fitting into the space *d*, between the two end-lugs *b*, *c*, the web of the rail being placed between the two parts of the chair as seen in Fig. 1. Then

the several keyholes H, will register, with each other, when the key K, being driven home into the keyholes H, both parts of the chair A and B, will be firmly locked, clamping the rail between them. Suitable taper is given said key to insure a firm draft and seating and it may be nicked near its end as at *n*, Fig. 2, to prevent its backing out of its seat.

These chairs can be suitably braced and strengthened by braces *w*, as shown in the several figures, and commonly practiced with cast metal chairs. The shape of the rail may be varied so long as it has a bottom or foot suitable to be clamped by each part of the chair, without departing from my invention, and the key K, instead of being square, or of lozenge-shape, may be round in cross-section if preferred. The flanges *f*, of the chairs are provided with holes *g*, for spiking or otherwise securing the chairs to the cross-ties of the track.

Having thus fully described my said improvement as of my invention, I claim—

As a new article of manufacture a two-part rail-chair provided with interlocking lugs below the rail-seat and a key or bolt passing through said lugs for clamping the two parts of the chair to the rail, each of said parts being provided with a supporting-web below said lugs and with a base-flange below said webs for securing the structure to a cross-tie.

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