

(No Model.)

F. P. REILLY.
RAILROAD RAIL CHAIR.

No. 504,818.

Patented Sept. 12, 1893.

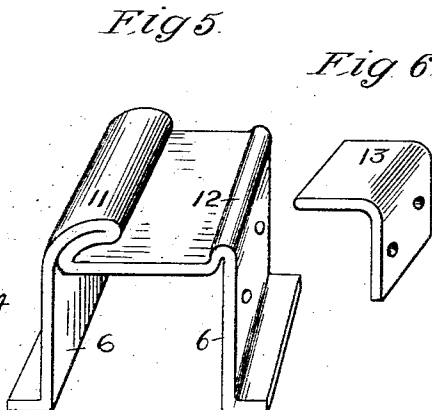
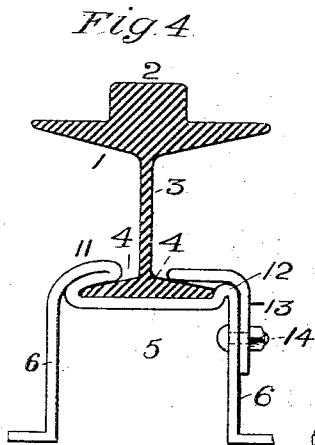
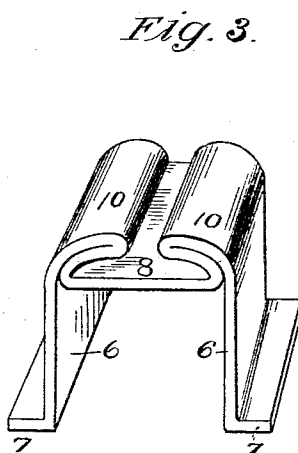
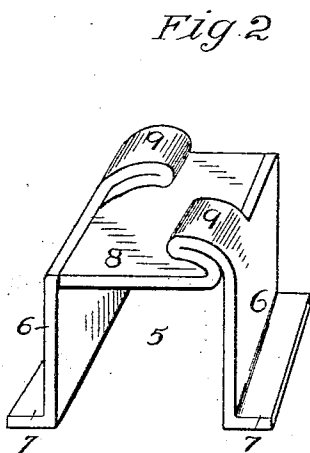
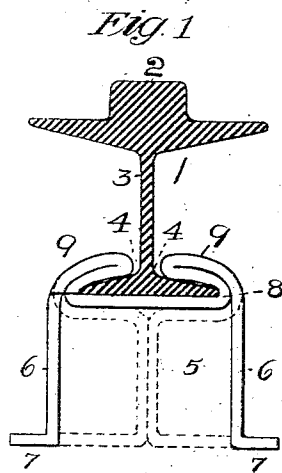


Fig 6

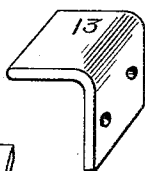


Fig 7

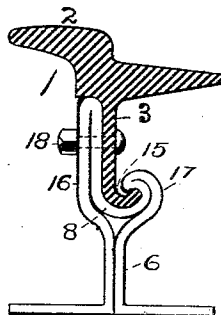
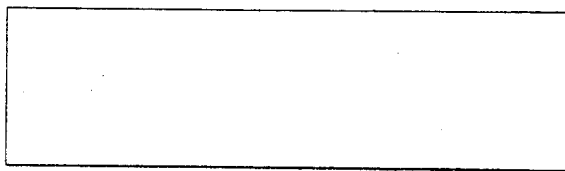


Fig. 8.



WITNESSES:

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RAILROAD-RAIL CHAIR.

SPECIFICATION forming part of Letters Patent No. 504,818, dated September 12, 1893.

Application filed October 1, 1891. Renewed March 7, 1893. Serial No. 464,966. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS P. REILLY, of the city of New York, in the county and State of New York, 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 sufficiently indicated by its title above given.

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

In the accompanying drawings, Figure 1, shows in end-elevation one form of chair made according to my invention, seating a rail shown in cross section. Fig. 2, is a view in perspective of the chair shown in Fig. 1, the rail being removed. Fig. 3, is a view in perspective showing the appearance of the chair before the metal has been cut to form the diagonal lugs, shown in the preceding figures. Fig. 4 shows in end-elevation a modified form of chair, seating a rail shown in cross section. Fig. 5 is a view in perspective of the chair shown in Fig. 4, the rail and rail clip being removed. Fig. 6, is a view in perspective of the rail-clip shown in Fig. 5. Fig. 7 shows in end-elevation another form of chair seating a rail of modified form shown in cross section. Fig. 8, is a view in plan of a metal blank which is preferably used to form the chairs herein described.

In said figures the several parts are respectively indicated by reference numbers as follows:—The number 1, indicates the rail; 2 its head; 3 its web; and 4 its lower flanges. The number 5 indicates the chair forming the subject of this invention; 6 its vertical supports; 7 its lower flanges for securing it in place; 8 the rail seat, and 9 the rail retaining lugs (Figs. 1 and 2).

The process of making the chair shown in Figs. 1, 2 and 3, is as follows: A flat plate of metal, such as shown in Fig. 8, having been first rolled or otherwise formed, said plate is then bent, by any suitable means of bending, into the box shape shown in Fig. 3. A portion of each of the lugs 10, is then cut away, at points diagonally opposite, and the chair then assumes the form shown in Figs. 1 and 2, the rail-retaining-lugs 9, being located diagonally

opposite each other and formed of two thicknesses of metal. Instead of bending the metal to form the vertical sides 7, it may be bent inward and downward to form a central support, as indicated by the dotted lines in Fig. 1, in which case the rail-retaining-lugs, the rail seat, and the central support will all be formed of two thicknesses of metal.

The process of making the chair shown in Figs. 4 and 5, is the same as that above described for Figs. 1, 2 and 3, except that instead of bending the metal so as to shape both lugs to fit over the flanges of the rail, only one of said lugs 11, is so formed on one side, the metal being bent on the other side to form a low retaining lug 12 of double thickness, which prevents side movement of the rail. No portion of the lugs 11, 12, is cut away, but said lugs extend the whole length of the chair as clearly shown in Fig. 5. When this chair is used, an angle clip 13, may be bolted to the side of the chair by bolts 14, which clip extends over the lug 12 and the flange of the rail and prevents upward movement of the latter. Any other suitable fastening device may be substituted for the clip 13.

In Fig. 7 another modification of chair is shown intended more particularly for use with a rail having a bead or bulb 15 on one side of its vertical web. The process of making this chair is substantially the same as the process described above for the other chairs, the difference being that on one side the metal is bent so that it forms a high lug, or brace, 16, fitting under the head of the rail, and on the other side the metal is bent so that it forms a lug 17 fitting over the bead or bulb 14 on the web of the rail, no part of said lugs being cut away. The lugs 16 and 17, the rail seat 8 and the vertical support 6 are all formed of two thicknesses of metal. Bolts 18 may be passed through the brace 16 and the web of the rail, for tying the rail and chair together.

By the process herein described a rail chair is produced which is of greater strength in the portions forming the rail-retaining-lugs, than in the remainder of the chair, said lug portions being the points at which great strength is required to resist the strain brought upon them. By bending the metal blank in the manner shown in dotted lines in Fig. 1,

and in full lines in Fig. 7, the rail-seat of the chair is also formed of two thicknesses of metal, and thus possesses great strength.

It is obvious that the chairs herein described may be adapted to seat many other forms of girder-rail than those shown in the drawings, without departing from this invention.

Having thus fully described my said invention, I claim—

10 1. A rail-chair having a rail-seat; supporting webs integral with and below said seat; and a retaining-lug on each side, directly engaging the rail and formed of two thicknesses of metal.

15 2. A rail-chair having a rail-seat; supporting webs integral with and below said seat, and diagonally-located retaining-lugs, directly

engaging the rail and formed of two thicknesses of metal.

3. A rail-chair having a rail-seat formed of two thicknesses of metal and continuations of said seat forming girder-supports below the same.

4. A rail-chair having a rail-seat and rail-retaining-lugs, said seat and lugs being formed of two thicknesses of metal.

5. A rail-chair having a rail-seat and diagonally located rail-retaining-lugs, said seat and lugs being formed of two thicknesses of metal.

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Witnesses:

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