(No Model.)

A. J. MOXHAM.

CHAIR FOR RAILROAD RAILS.

No. 482,801. Patented Sept. 20, 1892.

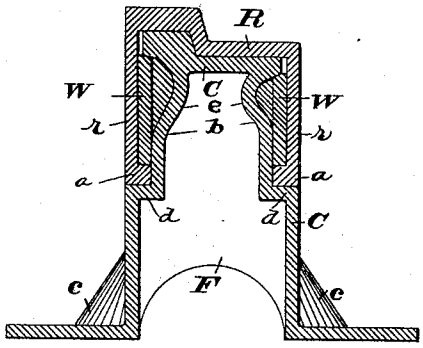

Fig. 1

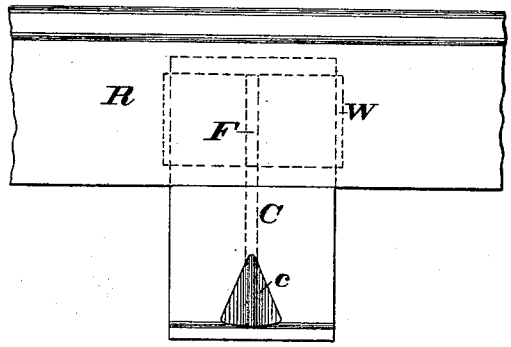

Fig. 2.

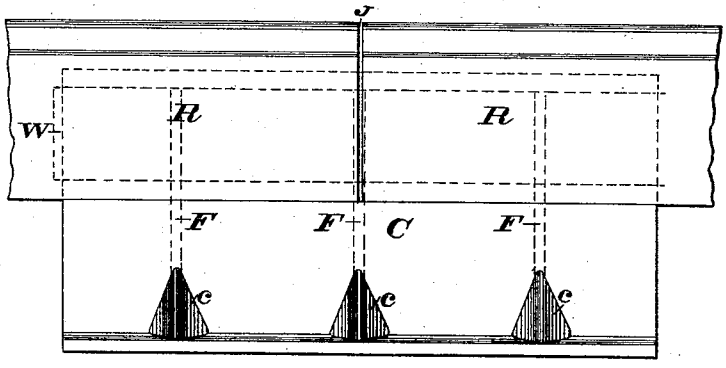

Fig. 3.

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ARTHUR J. MOXHAM, OF JOHNSTOWN, PENNSYLVANIA.

CHAIR FOR RAILROAD-RAILS.

SPECIFICATION forming part of Letters Patent No. 482,801, dated September 20, 1892.

Application filed September 30, 1891. Serial No. 407,274. (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 Chair for Railroad-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 chair for use with railroad-rails of channel form, which shall be of simple construction and offer no obstruction to the street-pavement.

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 with a rail, also shown in cross-section, seated thereon. Fig. 2 is a side elevation of Fig. 1, looking to the left. Fig. 3 is a side elevation showing the chair as used at the point of junction of two contiguous rails.

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

The letter R indicates the rail, which is of usual channel form, except that each of its vertical webs *r* is provided at the bottom with an inwardly-extending lug *a*.

The letter C indicates a chair, which may be of cast metal, its upper portion being preferably shaped so as to fit under the head and tread of the rail. The sides *b* of said chair are offset, as shown at *d d*, to form seats for the vertical webs *r* of the rail R, and said sides are also recessed, as shown at *e e*. Said chair may be formed, if desired, with an interior web or brace F and with exterior braces *c* for purposes of strength. Its upper portion is of such shape as to permit of its being entered within the rail and twisted into place. When the chair has been so entered, a space is left on each side between the side of the chair and the vertical web of the rail. Wedges or filling-pieces W of suitable shape are then driven into these spaces, thus firmly securing the rail and chair together.

Fig. 3 shows the chair uniting the contiguous ends of two rails at the point J. When the chair is thus used as a joint-chair, it is made of greater length and may be provided with several interior and exterior braces F *c*, as shown.

The advantages of the chair herein described are that it is of simple construction and offers no obstruction to the street-pavement, the sides of the rail and of the chair being flush with each other. If the chair be not cast, it may be made by any other suitable means of construction.

I do not confine myself to the exact shape of channel-rail shown nor to the conformations of the chair or wedges shown, as these may be modified in form without departing from my invention, so long as they are adapted to the rail having inner lugs on its sides or webs.

Having thus fully described my said invention, I claim—

1. The combination of a channel-rail having side webs, an interior box-chair, and filling-pieces inserted on both sides of said chair between it and said webs.

2. The combination of a channel-rail having side webs terminating in interior angle-lugs, an interior chair having a seat for said rail, and filling-pieces inserted on both sides of said chair above said lugs and between the chair and said webs.

3. A rail-chair provided with offsets or projections, as *d*, and recesses, as *e*.

4. The combination of a channel-rail, a chair having projections, as *d*, and recesses, as *e*, and wedges inserted between the webs of said rail and the sides of said chair.

5. A rail-chair provided with projections, as *d*, recesses, as *e*, in its sides, and an interior brace, as F.

6. A rail-chair provided with projections, recesses in its sides, and an interior brace, in combination with a channel-rail and wedges shaped to fit into said recesses between the sides of said chair and the webs of said rail.

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Witnesses:
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