

(No Model.)

E. N. HIGLEY.
RAIL CHAIR AND TIE.

No. 531,263.

Patented Dec. 18, 1894.

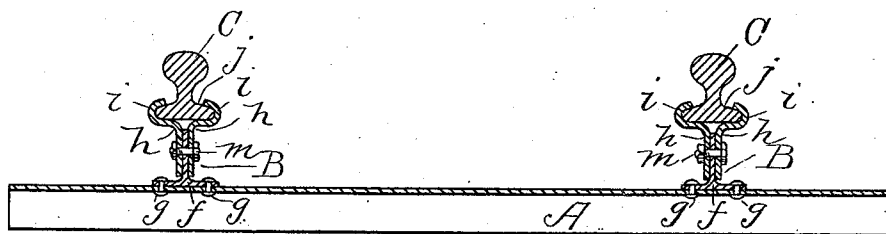


Fig. 1.

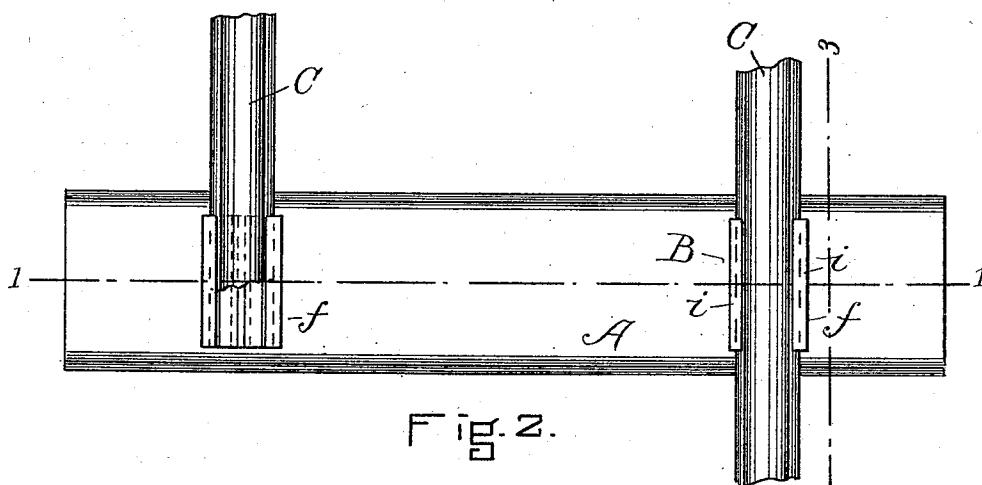


Fig. 2.

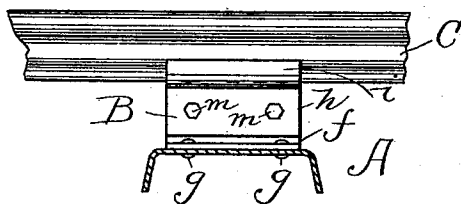


Fig. 3.

WITNESSES.

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RAIL CHAIR AND TIE.

SPECIFICATION forming part of Letters Patent No. 531,263, dated December 18, 1894.

Application filed August 13, 1894. Serial No. 520,190. (No model.)

To all whom it may concern:

Be it known that I, EBEN N. HIGLEY, of Summersworth, in the county of Strafford, State of New Hampshire, have invented certain new and useful Improvements in Rail Chairs and Ties, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which said invention appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a transverse section of my improved rail-chair represented in use on a metallic tie which is shown in longitudinal section taken on line 1—1 in Fig. 2. Fig. 2 is a top plan view of the same; and Fig. 3 a transverse section taken on line 3—3 in Fig. 2.

Like letters of reference indicate corresponding parts in the different figures of the drawings.

My invention relates especially to a chair for supporting track-rails for street-railways, the object being particularly to provide a device whereby the paving stones can be adjusted closely to the rail; and it consists in certain novel features hereinafter fully set forth and claimed.

The nature and operation of the improvement will be readily understood by all conversant with such matters from the following explanation.

In the drawings, A represents a metallic cross-tie or sleeper which is substantially U-shaped in cross-section as shown in Fig. 3.

B represents the rail-chair considered as a whole. This chair consists primarily of a T-iron, *f*, which is arranged transversely of the tie, A, and is secured thereto by rivets, *g*, passing through its head. Two plates, *h*, are

bent at, *i*, to over-ride the flange, *j*, of the rail, C. These plates are secured to the shank of the T-iron by bolts and nuts, *m*, passing transversely through the same. The nuts are turned partially off the bolts to permit lateral movement of the plates, *h*, and the rail, C, is dropped in between said plates. When the nuts are turned up the plates clamp securely onto the rail flange and afford a support for said rail in a manner which will be understood by those conversant with such matters without a more explicit description. These plates and the shank of the T-iron afford sufficient space for paving against the shank of the rail chair and above the tie.

Having thus explained my invention, what I claim is—

1. A rail-chair comprising a T-iron attachable to a sleeper in combination with two plates having heads bent to embrace the rail flange and their shanks detachably secured to the shank of said T-iron, substantially as described.

2. A rail-tie comprising an approximately U-shaped metallic plate in combination with a chair comprising a T-iron bolted to said tie; two plates bolted to the shank of said T-iron and having heads for embracing the rail flange.

3. In combination the tie, A; the T-iron, *f*, secured thereto by bolts, *g*; the plates, *h*, secured by bolts, *m*, to the shank of said T-iron and having heads, *i*, for embracing the flange of the track-rail, substantially as set forth.

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Witnesses:

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