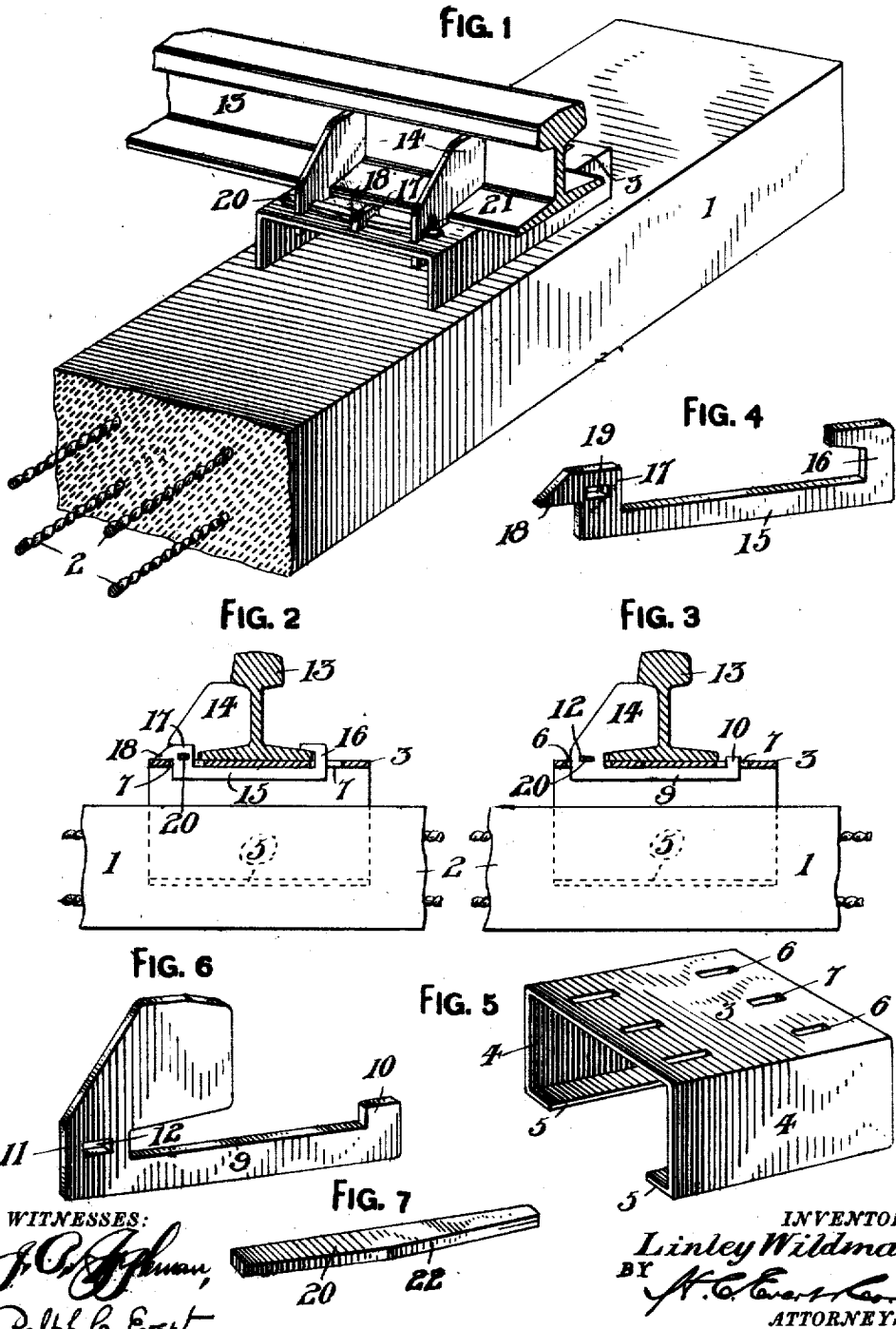


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COMBINED RAIL CHAIR AND FASTENER.
APPLICATION FILED AUG. 26, 1911.

1,010,995.

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UNITED STATES PATENT OFFICE.

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COMBINED RAIL CHAIR AND FASTENER.

1,010,995.

Specification of Letters Patent.

Patented Dec. 5, 1911.

Application filed August 26, 1911. Serial No. 646,127.

To all whom it may concern:

Be it known that I, LINLEY WILDMAN, a citizen of the United States of America, residing at Ellwood City, in the county of Lawrence and State of Pennsylvania, have invented certain new and useful Improvements in Combined Rail Chairs and Fasteners, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to a combined rail chair and fastener, and has for its object, to provide a device of such class, in a manner as hereinafter set forth, for supporting and connecting a track rail to a tie in a manner as to prevent lateral and longitudinal displacements of the rail.

Further objects of the invention are to provide a combined rail chair and fastener which is simple in its construction and arrangement, strong, durable, efficient in its use, capable of conveniently securing a track rail in position, and inexpensive to manufacture.

With the foregoing and other objects in view, the invention consists of the novel construction, combination, and arrangements of parts, as hereinafter more specifically described and illustrated in the accompanying drawings, wherein is shown the preferred embodiment of the invention, but it is to be understood that changes, variations, and modifications can be resorted to as come within the scope of the claims hereunto appended.

In the drawings, wherein like reference characters denote corresponding parts throughout the several views, Figure 1 is a perspective view partly in section of a combined chair and rail fastener in accordance with this invention, showing the adaptation thereof in connection with a track rail; Fig. 2 is a longitudinal sectional view of a combined chair and rail fastener at one side of its center, and further showing an elevation of the tie; Fig. 3 is a like view from the opposite side of its center; Fig. 4 is a perspective view of the inner rail fastener; Fig. 5 is a like view of the chair; Fig. 6 is a perspective view of one of the outer fasteners; and Fig. 7 is a perspective view of the locking bar for the retaining member and rail fasteners.

Referring to the drawings in detail, 1 denotes a tie formed of concrete and reinforced

by longitudinally extending wire cables 2, which are embedded in the body of the tie.

The rail chair consists of a metallic frame, including a top wall 3, and a pair of side walls 4, each formed with an inwardly extending flange 5. The top wall 3 is formed with two rows of longitudinally extending openings, three in number, and the openings of each row are indicated at 6, 7, the end opening designated 6 and the intermediate openings 7. The chair extends within the tie 1 from the top thereof, as well as projects a suitable distance above the top of the tie. The chair is anchored in the tie through the medium of the inwardly extending flanges 5, which extend longitudinally with respect to the tie.

A pair of rail fasteners are employed, and each consists of a longitudinally extending bar 9, having a vertically disposed extension 10 which projects up through an end opening 6 of one of the rows of openings. The bar 9, at its other end, is formed with a vertically disposed apertured extension 11 which projects up through an end opening 6 of the other row of openings. The opening of the extension 11 is indicated by the reference character 12. Formed integral with the upper end of the extension 11 and projecting inwardly toward and engaging with the base, web, and head of the track rail 13 is a brace 14. The extensions 10, 11 project up through the opposing end openings 6.

Positioned between the rail fasteners and connected to the chair is an intermediate rail fastener, consisting of a bar 15, having one end provided with an inverted L-shaped arm 16, which is adapted to extend up through the opening 7 of a row, and engage the base of the rail 13. The other end of the bar 15 is formed with a vertically disposed apertured extension 17, which projects up through the opening 7 of the other row, and the said extension 17 is formed with an outwardly extending lug 18, adapted to engage the upper face of the top wall 3 of the chair. The opening of the extension is indicated by the reference character 19, and it is positioned in alinement with the openings 12 of the extensions 11.

The rail fasteners are secured to the chair through the medium of a locking bar 20, which is disposed transversely with respect to the top wall 3 of the chair, and extends

through the alining openings 12 and 19. One end of the bar 20 is split and bent upwardly, as at 21, to engage with one of the outer rail fasteners, thereby preventing slipping out of the locking bar 20. One portion of the bar 20 is wedge shaped, as at 22, so that when driven home, it will secure the rail fasteners in position.

What I claim is:

10 1. In combination, a tie, a chair embedded in and projecting above said tie and provided with two rows of openings and adapted to support a rail, a pair of outer rail fasteners engaging in certain of said openings
15 and provided with braces abutting against one side of the rail, an intermediate rail fastener arranged in the other of said openings and provided with an L-shaped arm to engage the other side of the track rail, and
20 means extending with said rail fasteners and mounted upon the chair for securing the rail fasteners in position.

2. In combination, a tie, a rail chair anchored therein and projecting thereabove, a
25 pair of outer rail fasteners engaging said

chair and provided with braces abutting against one side of a track rail, an intermediate fastener engaging in said chair and provided with an L-shaped arm engaging the other side of the track rail, said rail fasteners provided with alining openings, and means extending through said alining openings for fixedly securing the rail fasteners to said chair. 30

3. In combination, a rail chair adapted to be supported by a tie, a pair of outer and intermediate rail fasteners carried by the chair and engaging opposite sides of the track rail for coupling the rail to the chair, said fasteners provided with alining openings, and a wedge shaped locking bar extending through said alining openings for fixedly securing the rail fasteners to the chair. 35 40

In testimony whereof I affix my signature 45 in the presence of two witnesses.

LINLEY WILDMAN.

Witnesses:

WM. FRAMPTON,
R. E. BUTLER.