

(No Model.)

C. H. READ.
RAILWAY CHAIR.

No. 515,363.

Patented Feb. 27, 1894.

Fig. 1.

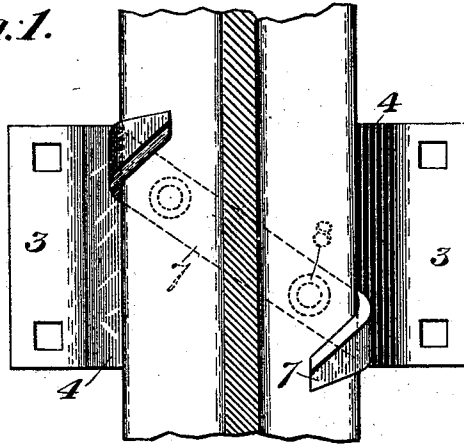
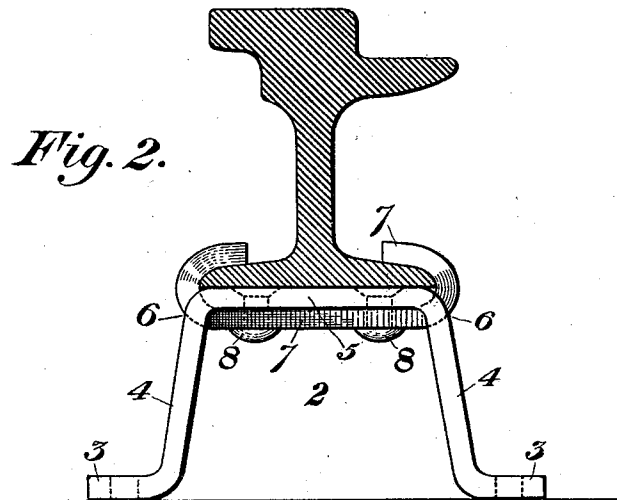


Fig. 2.



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UNITED STATES PATENT OFFICE.

CHARLES H. READ, OF PITTSBURG, PENNSYLVANIA.

RAILWAY-CHAIR.

SPECIFICATION forming part of Letters Patent No. 515,363, dated February 27, 1894.

Application filed December 27, 1892. Serial No. 456,425. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. READ, of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improvement in Railway-Chairs, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a plan view of my improved rail-chair, with a portion of the rail-head broken away; and Fig. 2 is an end elevation, partly in section, of the same.

My invention relates to the chairs employed in street railways, and its object is to attain a cheaper and stronger chair than has heretofore been devised.

To that end it consists in a box-chair of the usual type, which is provided with diagonally opposite slots, which slots are either in the extreme ends of the chair and open at one end, or removed from the ends thus forming inclosed holes, and having a clip-bar passed through these slots or holes and bent over at its ends to hold the rail upon the chair.

It also consists in the construction and arrangement of the parts as hereinafter more fully described and set forth in the claims.

In the drawings, in which similar numerals indicate corresponding parts, 2 indicates the rail-chair having the usual base flanges 3, 3, sides 4, 4, and top portion 5, upon which the rail rests. At diagonally opposite points in the chair are formed the holes or slots 6, 6, through which is passed the clamping-bar 7, the projecting ends of this bar being bent over to form clamps which engage the lower rail-flanges and hold the same securely upon the chair. I have shown the bar as fastened to the chair by rivets 8 passing through the chair-top, but it will be understood that these are not necessary and that in my broad claim I intend to cover the combination whether the bar is fastened by mechanical means to the chair-top or not. The inner ends of the clips are cut at an angle as shown in Fig. 1, in order that these clips may be brought nearer together and yet allow space for the placing of the rail therein, the chair being turned at an angle to the rail which drops therein between the clips, and the chair then turned

into parallelism with the rail, and the clips thereby being forced upon the rail flanges.

Though I show in my drawings the holes removed from the ends of the chair, as this is much the stronger and better form, it will be understood that I intend to cover in my first claim also the form wherein open slots are formed in the opposite ends of the chair and a clip-bar bent up through these slots into position.

Many other variations may be made in the shape and location of the slots, the size and length of the clip-bar, &c., without departure from my invention.

The advantages of the chair lie in its strength, simplicity and cheapness, as the chair is very little weakened by the forming of the holes therein, especially where they are removed from its ends.

I claim—

1. The railroad rail-chair having at diagonally opposite corners, slots, and the clamping-bar secured at the under side of the top of the chair, and having its upturned end-portsions passed through said slots and adapted to clamp the foot of the rail; substantially as described.

2. A rail-chair having diagonally opposite inclosed holes in its sides, and a clamping-bar passing through said holes and having its ends bent over to form clips for the rail; substantially as described.

3. A rail-chair, having diagonally opposite inclosed holes, in its sides and a clamping-bar passing through said holes and having its ends bent over to form clips for the rail, the ends of these clips being cut or beveled at an angle to allow admission of the rail; substantially as described.

4. A rail-chair, having diagonally opposite inclosed holes in its sides, and a clamping-bar passing through said holes and having its ends bent over to form clips for the rail, said bar being riveted to the top of the chair; substantially as described.

In testimony whereof I have hereunto set my hand.

CHARLES H. READ.

Witnesses:

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