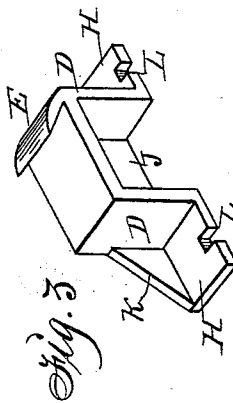
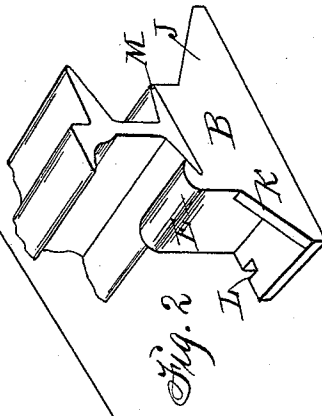
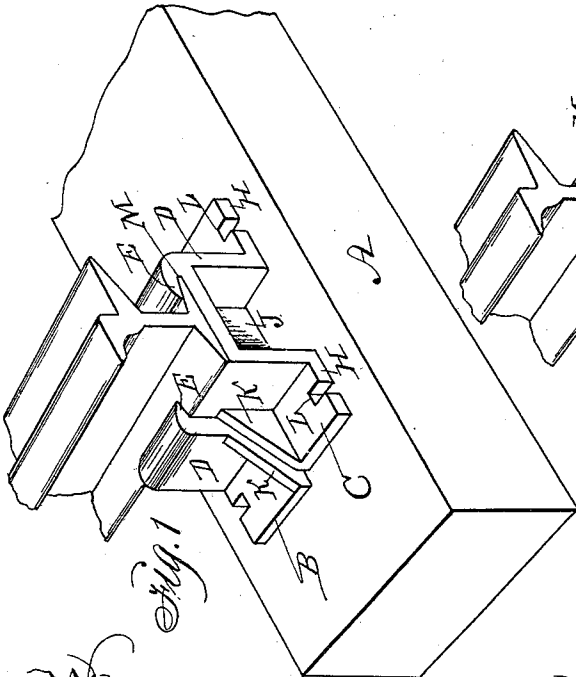
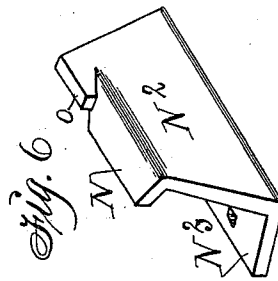
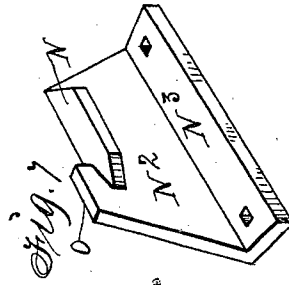
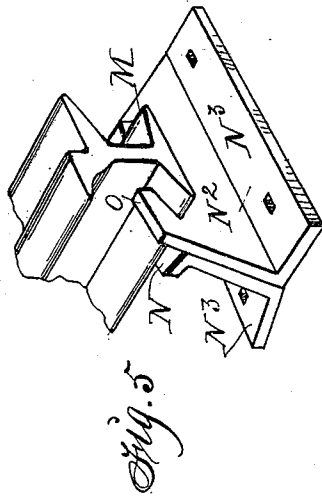
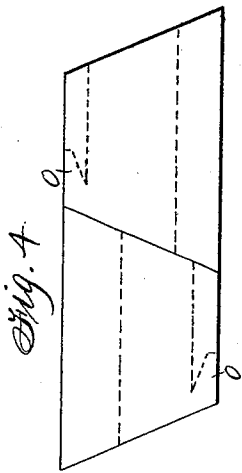


(No Model.)

F. PELTON.
RAILWAY RAIL CHAIR.

No. 461,773.

Patented Oct. 20, 1891.



Witnesses:
W. P. Smith
R. H. Orrig }

Inventor: Frank Pelton,
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UNITED STATES PATENT OFFICE.

FRANK PELTON, OF DES MOINES, IOWA.

RAILWAY-RAIL CHAIR.

SPECIFICATION forming part of Letters Patent No. 461,773, dated October 20, 1891.

Application filed January 31, 1891. Serial No. 379,851. (No model.)

To all whom it may concern:

Be it known that I, FRANK PELTON, a citizen of the United States, residing at Des Moines, in the county of Polk and State of Iowa, have
5 invented a new and useful Improvement in Railway-Chairs, of which the following is a specification.

My invention relates to that class of railway-chairs especially adapted for elevating
10 and supporting the rails of a street-railway track above the ties and in the plane of the street-pavement.

My invention has for its object the provision of means by which a compact, strong,
15 convenient, and cheap chair is produced, adapted to support the rails of the track in an elevated position upon the ties, so that the ball or top of the rail shall be approximately in the plane of the street-pavement, the ties
20 being below the latter.

My object further is to provide means by which the chair may be clamped to the rail at any point, which will resist firmly lateral stress incident to the spreading of the rails,
25 which will reduce to a minimum the obstruction to the pavement, which prior to securing upon the ties may be adjusted to varying widths of the rail flange or base, and which may be so adjusted, also, as to support in
30 like manner as the main rail a supplemental guard-rail.

My invention consists in the construction, arrangement, and combination of two mating
35 parts of a chair with the rails of a railway-track, as hereinafter set forth, pointed out in the claims, and illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of the counterpart members in their respective positions
40 and supporting a girder-rail. Fig. 2 is a like view of the opposite side of one of the counterparts to that shown in Fig. 1. Fig. 3 is a perspective view of one of the said counterparts, the rail being removed. Fig. 4 is a portion
45 of a length of metal, showing in full lines the lines of cutting or stamping and indicating by the dotted lines the bent portions. Fig. 5 is a perspective view of the completed counterpart members formed by the cutting or stamp-
50 ing and bending method. Fig. 6 is a like view

of one side of one of the counterpart members. Fig. 7 is a like view of the opposite sides thereof.

A designates the tie or sleeper, upon which the counterpart members B and C are secured. 55 These members consist of the three-sided elevating-frames D, having the upwardly and inwardly extending lugs E and also the base-flanges H H, extending from the lower portion of each side of the frames D. In order
60 to strengthen the elevating-frames D the web J is provided, formed with the frames, the reinforcing webs K K serving to strengthen the junction of the flanges H H with the frames D.

L L are notches adapted to receive the
65 spikes which fasten the counterparts A and B in position on the ties.

In order to adjust the chair in position the counterparts B and C are laid side by side upon the tie in such positions as that the lugs
70 E are on opposite sides of the rail. The counterparts are then adjusted laterally on the tie toward each other, so that the lugs E approach toward and engage over the rail-base
75 M, when the spikes are driven into the notches L L on each side of the rail, thus securing the chair rigidly in position to resist lateral or transverse stress or spreading.

In the form of chair shown in Figs. 5, 6, and 7 the counterparts consist of the rail-seat N, 80 the elevating-web N², and the perforated base-flanges N³, together with the engaging lugs O. These counterparts are adjusted on the ties as in the former case, the lugs O engaging over the rail-base. 85

In Fig. 4 is shown the method of forming the counterparts of this chair, which consists in cutting or stamping a flat bar of metal diagonally into the pieces O³ O², then cutting
90 or stamping angularly the lugs O, then bending the flanges N³ and the rail-seats N into position. It is therefore apparent that a chair is provided which may be conveniently adjusted to varying sizes of rail-bases and which may also serve to clamp and elevate both a
95 main and a guard rail.

I am aware that a chair has been made in two parts and the faces that came in contact stepped, so as to interlock and to extend diagonally relative to the rail when drawn to- 100

gether by means of bolts to clamp them fast to the rail; but my manner of constructing a two-part chair so as to allow each part to be placed in a right-angled position relative to the rail and their vertical faces in contact with each other, so that they can be moved to and from the rail independently to facilitate placing them in building a track and adjusting and removing them in repairing and moving a track, is novel and greatly advantageous.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A railway-chair consisting of two mating parts, each part having a base adapted to be fixed on a railway-tie by means of spikes, a raised central portion that has a flat top to engage the flat bottom of a rail, and a lug at one edge of the said flat top, adapted to overlap the edge of the flange of a rail, and a perpendicular face on one side of the raised portion, adapting the two parts of the chair to be placed in contact with each other and in right-

angled position to a rail and track, in the manner set forth, for the purposes stated.

2. A rail supporting and elevating chair comprising counterpart members having elevating portions, on which are engaging lugs, re-enforcing webs for said elevating portions, and flanges by which each of the members is secured to the ties on opposite sides of the rail, as set forth.

3. A rail supporting and elevating chair comprising counterpart members adapted to be adjusted relatively to each other from opposite sides of the rail, each consisting of elevating portions forming the rail-seat, lugs upon said elevating portions engaging the rail-base on each side thereof, webs for re-enforcing the elevating portions, and flanges for securing the members on each side of the rail, together with braces between the elevating portions and the flanges, as set forth.

FRANK PELTON.

Witnesses:

J. C. SWEET,

THOMAS G. ORWIG.