J. L. JENKINS.

RAIL CHAIR.

APPLICATION FILED SEPT. 29, 1909.

960,644.

Patented June 7, 1910.

Fig. 1.

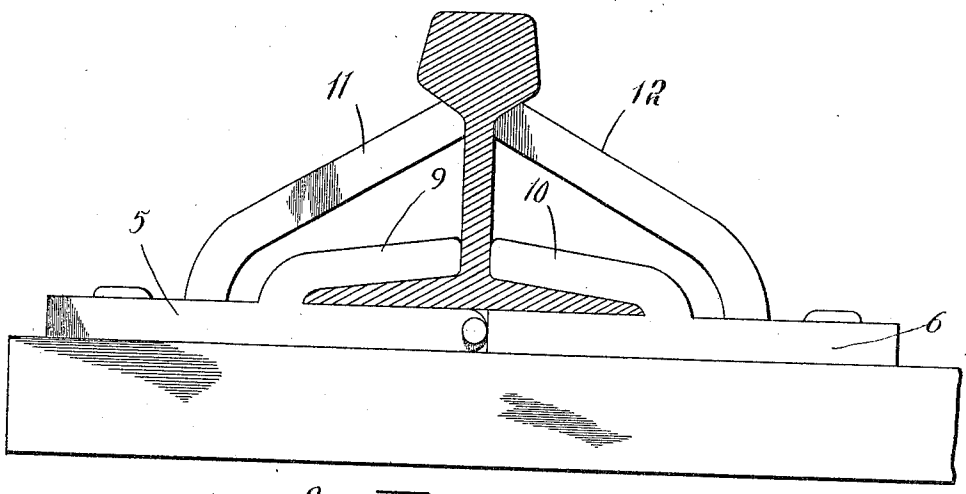


Fig. 2.

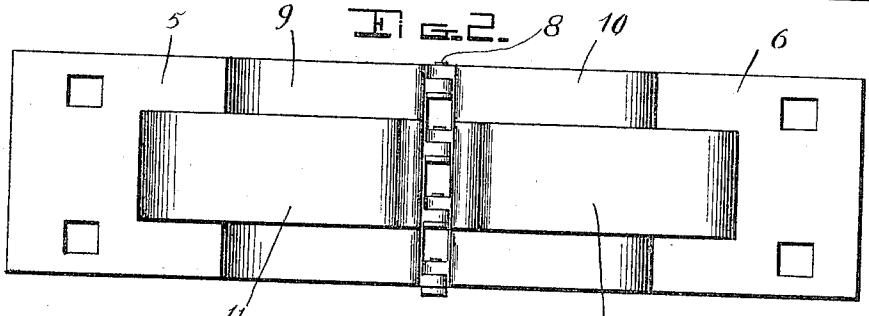
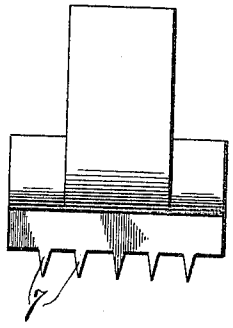


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

JAMES L. JENKINS, OF GARDEN CITY, SOUTH DAKOTA.

RAIL-CHAIR.

960,644. Specification of Letters Patent. **Patented June 7, 1910.**

Application filed September 29, 1909. Serial No. 520,218.

To all whom it may concern:

Be it known that I, JAMES L. JENKINS, a citizen of the United States, residing at Garden City, in the county of Clark, State of South Dakota, have invented certain new and useful Improvements in Rail-Chairs; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in rail chairs and has for its object the provision of a device of that kind including a pair of hingedly united base or bearing plates, each having on its upper face brace lugs for the tread portion and base flange of the rail. The entire structure being such that it may be clamped to that portion of a rail between the cross ties and slid into place between the rail and cross tie by simply springing the rail.

With the above and other objects in view, as will more fully hereinafter appear, the present invention consists in certain novel details of construction and arrangement of parts, hereinafter more fully described, illustrated in the accompanying drawings, and more particularly pointed out in the appended claims; it being understood that various changes in the form, proportion, and minor details of construction may be made without departing from the spirit or sacrificing any of the advantages of the invention.

In the accompanying drawings forming part of the specification:—Figure 1 is a side elevation of a cross tie showing a sectional end elevation of the rail thereon and with my improved device arranged between the rail and cross tie. Fig. 2 is a plan view of the device. Fig. 3 is an end view thereof.

Similar numerals of reference are employed to designate corresponding parts throughout.

The base plate consists of two sections designated by the numerals 5 and 6. These sections are preferably formed of metal castings or the like and are substantially rectangular in contour and cross section. The sections 5 and 6 are provided on their lower faces with series of longitudinal ribs 7, which are designed to be embedded in the cross ties and prevent movement of the sections thereon. The meeting edges of the sections are provided with four knuckles. These knuckles are spaced apart by a distance equal to twice their thickness and are so arranged that one of the flat faces on each of the knuckles on the section 5 will bear on one of the flat faces of one of the knuckles on the section 6. These knuckles are provided with alining openings for the reception of pintles or pivots 8 and since the spaces between the knuckles on each section is somewhat greater than twice the thickness of the knuckle, (approximately four times,) it is evident that any one of the pintles 8 may be inserted or removed from the knuckle with which it is in engagement without in any way disturbing the pintles in the remaining knuckles. It will be further observed that by the employment of four pintles to unite the sections 5 and 6 the joint formed will not be quite so rigid as if one pintle were employed as in the usual hinge whereby the tendency of the joint to break due to the strain on the parts produced by passing trains when the device is in position as shown in Fig. 1, will be greatly reduced.

Rising from points adjacent the inner ends of the sections 5 and 6 are a pair of brace lugs 9 and 10. These members curve upwardly and inwardly and are designed to engage with the base flange of the rail, in such position that their free ends will bear on the opposite flat faces of the web of the rail. These brace lugs 9 and 10 correspond to the width of the sections 5 and 6 and the latter correspond approximately to the width of the cross tie.

Rising from the outer end portions of the sections 5 and 6 are a second pair of brace lugs designated by the numerals 11 and 12. These lugs 11 and 12 curve upwardly and inwardly over the first named brace lugs 9 and 10 and are designed to bear on the lower face of the tread of the rail. The brace lugs 11 and 12 are approximately one-half the width of the brace lugs 9 and 10 and their medial portions are in a plane with the medial portions of the said brace lugs 9 and 10 so that equal portions of the latter will extend beyond opposite sides of the brace lugs 11 and 12.

Suitable openings are formed adjacent the outer ends of the sections 5 and 6 and these openings are designed to receive the usual spikes which secure the sections to the cross ties.

From the foregoing it is evident that I

have provided a device which is exceedingly simple in structure and comparatively inexpensive to manufacture, embodying few parts and these so arranged that the danger of derangement will be reduced to a minimum. It will be observed that with a device of this kind, longitudinal movement of the rail to which it is applied will not be prevented thus permitting expansion of the rail in hot weather and avoiding the tendency to loosen the spikes which is frequently done by the expansion of rails. It will be further observed that with a device of this kind, it can be readily applied in position by first placing the detached sections beneath the base flange and between the cross ties, after which the sections may be united by their pintles or pivots 8, and then by springing the rail the device may be slipped into position between the base flange and cross tie.

What I claim as new is:—

1. A rail chair comprising a pair of hingedly united sections, a pair of brace lugs rising from the upper faces and located adjacent the inner ends of said sections, and a second pair of brace lugs rising from the upper faces of said sections and overhanging the first named brace lugs.

2. A rail chair comprising a pair of hingedly united sections, a pair of brace lugs rising from the upper faces and located adjacent the inner ends of said sections, and a second pair of brace lugs of less width than the first named pair rising from points adjacent the outer ends of said sections and overhanging the first named pair of brace lugs.

3. A rail chair comprising a pair of base plates the inner ends of which are provided with a plurality of spaced knuckles having alining openings and a plurality of pintles insertible into said openings, a pair of brace lugs rising from points adjacent the connected ends of said base plates and a second pair of brace lugs rising from points adjacent the free ends of said base plates and overhanging the first named brace lugs.

4. A rail chair comprising a pair of base plates the inner ends of which are provided with a plurality of spaced knuckles a plurality of pintles insertible through alining openings in said knuckles, said base plates being provided on their lower faces with a plurality of spaced ribs, a pair of brace lugs rising from points adjacent the connected ends of said base plates and located on the upper face thereof, and a second pair of brace lugs rising from points adjacent the ends of said base plates and overhanging the first named brace lugs.

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

JAMES L. JENKINS.

Witnesses:
O. J. KNAPP,
C. E. HAYWARD.