

(No Model.)

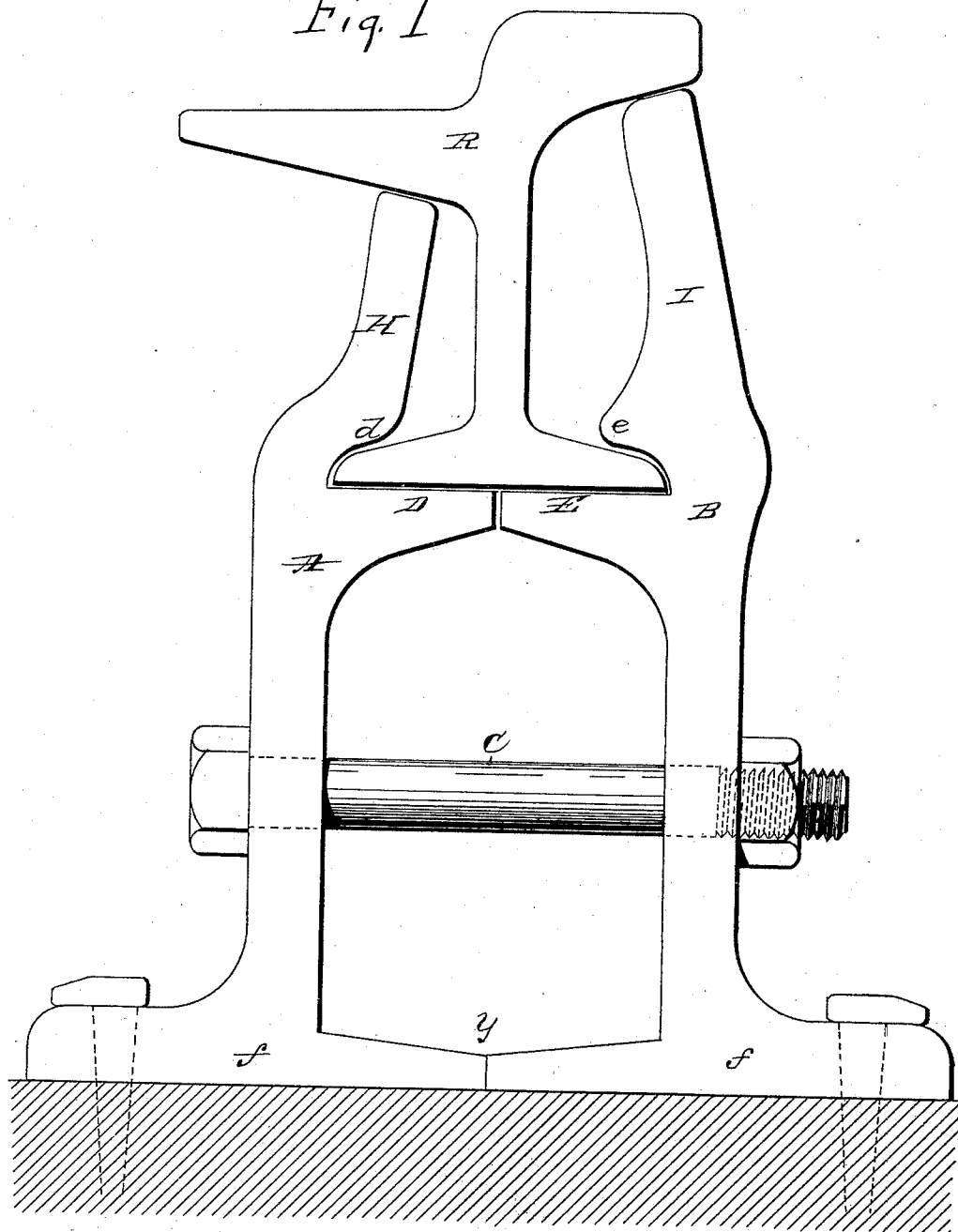
2 Sheets—Sheet 1.

A. HEYN.
RAIL CHAIR.

No. 449,261.

Patented Mar. 31, 1891.

Fig. 1



Witnesses
Joseph Sullivan
Luke J. Griffin

Alfred Heyn Inventor
By his Attorneys *G. F. Seligman*

(No Model.)

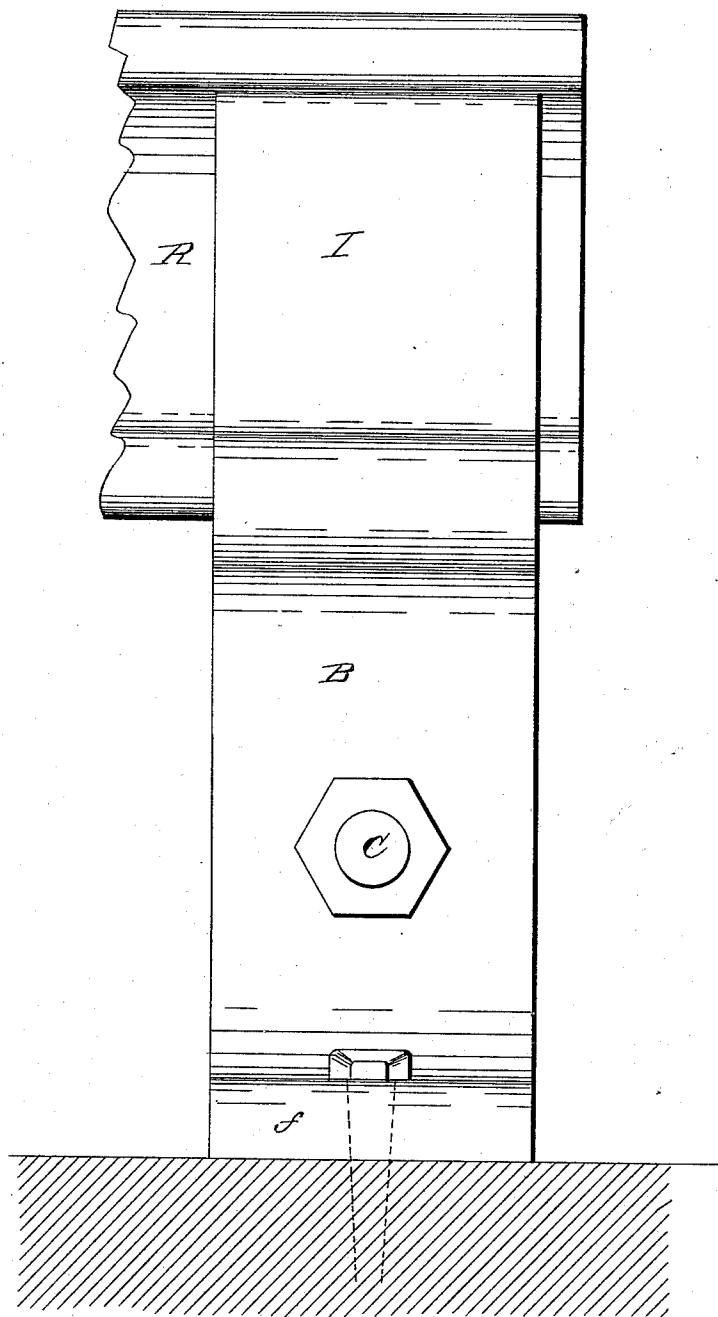
2 Sheets—Sheet 2.

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RAIL CHAIR.

No. 449,261.

Fig. 2.

Patented Mar. 31, 1891.



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UNITED STATES PATENT OFFICE.

ALFRED HEYN, OF NEW YORK, N. Y.

RAIL-CHAIR.

SPECIFICATION forming part of Letters Patent No. 449,261, dated March 31, 1891.

Application filed July 31, 1890. Serial No. 360,439. (No model.)

To all whom it may concern:

Be it known that I, ALFRED HEYN, of New York city, New York, have invented a new and useful Improvement in Rail-Chairs, of which the following is such a full, clear, and exact description as will enable others skilled in the art to make and understand the same, when taken in connection with the accompanying drawings, in which—

10 Figure 1 is an end view of the rail and chair. Fig. 2 is a side view of the same.

The chair consists of the two parts A and B, bolted together by the bolt C. The feet *ff* of the chair are arranged so that they may touch one another at *y* and form a point of resistance for the bolt C to act upon. The parts A and B are respectively provided with flanges D E, on which the foot of the rail rests, and the legs *d e* project over the foot of the rail and hold it firmly in its seat. The parts A and B have also the upright projections H I, made of a proper height to come in contact with the under side of the top of the rail. The flanges D and E are so cut that they do not make contact with one another, even when the bolt C is drawn up. The parts are so arranged that the feet *ff* come in contact with one another at *y*, and the grooves between D and *d* and E and *e* firmly grasp the foot of the rail R. The bolt-holes A and B for bolt C may be raised near the flanges D E, if desired, and give a more firm grasp of the rail, although the position shown in the drawings has been found to give good results.

35 The rail-chair is intended to be used with horse-car rails, and the drawings show a chair adapted to that use, although other forms of rail may be used and the projections H and I made to conform to the style of rail used.

40 Rail-chairs have been made in various forms heretofore adapted to receive the rail and adapted to have a bolt pass through the chair and the rail; but never before this my invention has a chair been made in which the

foot of the rail has been held in position by 45 grooves in the two parts of the chair, clamped to the rail by a bolt between the contact-point *y* and the grooves, so that the contact-point *y* forms the point of resistance for the bolt C.

What I claim as new, and desire to secure by Letters Patent, is—

1. A rail-chair formed of two parts, each having an inwardly-extending projection adapted to engage the bottom of the foot of 55 the rail and support the same, and with upwardly-extending projections lying out of contact with the web of the rail, adapted to engage and support the flange of the rail, said upwardly-extending projections having inwardly-extending portions for engaging the 60 top of the foot of the rail, and a bolt passing through said parts below the foot of the rail for forcing said parts into engagement with the flange and foot of the rail, substantially as described. 65

2. A rail-chair formed of two parts, each of said parts having a supporting projection to engage and support the foot of the rail, and an upwardly-extending projection lying 70 wholly out of contact with the web of the rail, having an inclined upper end to engage an inclined portion of the flange of the rail and support the same, said inwardly-extending projections having inwardly-extending 75 inclined portions adapted to engage inclined portions of the foot of the rail and force it down upon said supporting projections, and a bolt lying below the plane of the foot of the rail for drawing said parts upon the foot and 80 flange of the rail and forcing said inclined portions together, said bolt forming the sole connection between said parts, substantially as described.

ALFRED HEYN.

Witnesses:

JOSEPH J. SULLIVAN,
LUKE J. GRIFFIN.