

No. 748,504.

PATENTED DEC. 29, 1903.

W. P. HUSSEY.  
RAILWAY CHAIR OR STAND.  
APPLICATION FILED OCT. 3, 1903.

NO MODEL.

Fig. 1.

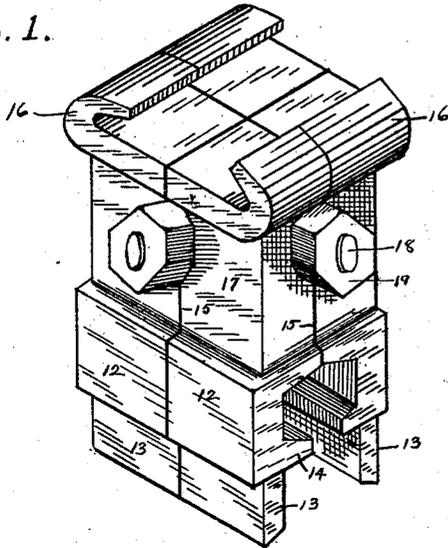


Fig. 4.

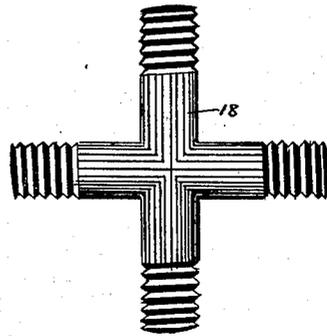


Fig. 2.

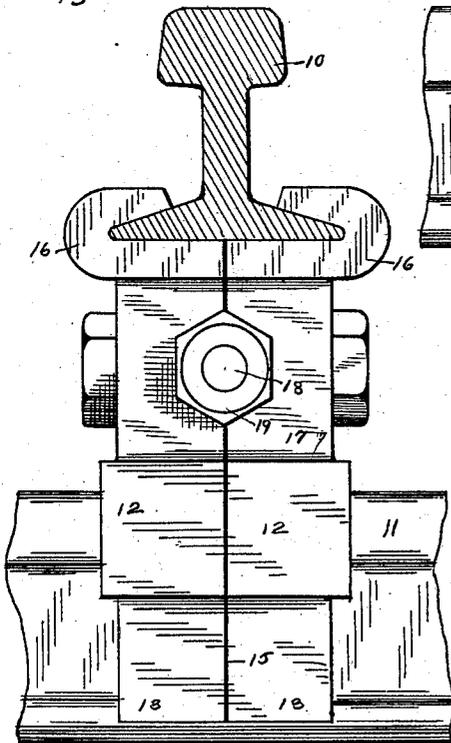
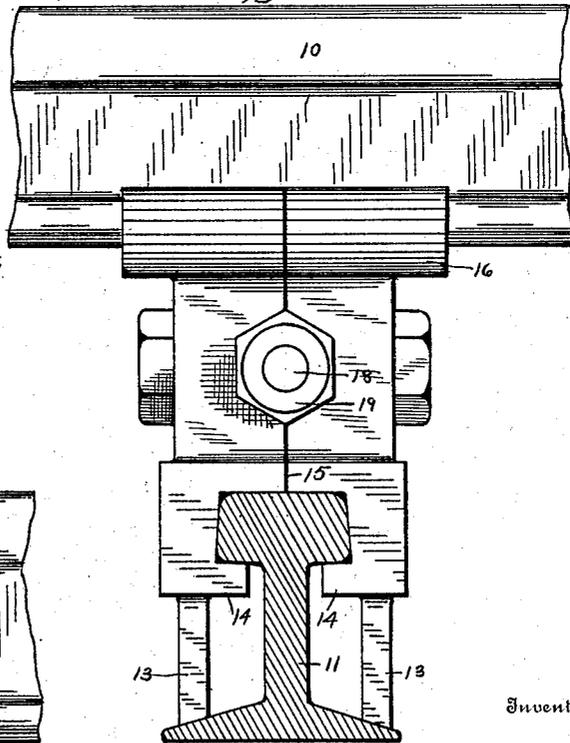


Fig. 3.



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# UNITED STATES PATENT OFFICE.

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## RAILWAY CHAIR OR STAND.

**SPECIFICATION** forming part of Letters Patent No. 748,504, dated December 29, 1903.

Original application filed May 14, 1903, Serial No. 157,036. Divided and this application filed October 3, 1903. Serial No. 175,648. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM P. HUSSEY, of Indianapolis, county of Marion, and State of Indiana, have invented a certain new and useful Railway Chair or Stand; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, in which like figures refer to like parts.

This application is divided from an original application on brick-kilns filed May 14, 1903, Serial No. 157,036.

The object of the invention is to improve the construction of railway chairs or stands, so as to render the mounting of track-rails convenient, easy of accomplishment, and rigid when put in place.

The novel feature consists, essentially, of a plurality of similarly-formed members or sections that together make up the stand, with the lower ends thereof adapted to clamp the cross-tie bar and the upper ends to clamp the track-rail and means for securing said sections together. I do not wish to be limited to the number of sections forming the same, as it may be made up of two or four sections, as desired.

The nature of the invention will be understood from the accompanying drawings and the following description and claims.

In the drawings, Figure 1 is a perspective view of a railway-stand. Fig. 2 is an end elevation of the stand, a cross-section of the track-rail mounted thereon, and a side elevation of the cross-tie bar on which the stand is secured, the latter being broken away at each end. Fig. 3 is a side elevation of what is shown in Fig. 2, the cross-tie bar being shown in cross-section and the track-rail in side elevation and the latter broken away at each end. Fig. 4 is a plan view of a bolt for securing the sections of the stand together.

In the drawings I have shown a four-section stand in order to explain more fully the nature of my invention. The stands are intended to support the railway-rail 10 above the cross-tie bar 11, said cross-tie bar 11 being placed beneath the track-rail and transversely thereof and the stand secured on the

cross-tie bar, so as to support the track-rail 10 above said bar. The cross-tie bar 11 herein shown is formed much like the track-rail 10; but it need not be so. Each section 12 of the stand has a downwardly-extending leg 13, adapted to rest upon the flange of the cross-tie bar 11, as seen best in Figs. 2 and 3. It has also an inwardly-extending flange 14, adapted to fit snugly beneath the head of the cross-tie bar 11, and a shoulder 15, adapted to rest upon the top of the cross-tie bar. Each section has also a clamping-head 16, adapted to receive the flanged portion of the track-rail 10 and overlap the flanges like a fish-plate. Between the clamping-head 16 and the lower portion of each section of the stand that rests upon the cross-tie bar 11 there is a post portion 17 sufficiently long to space properly the track-rail 10 above the cross-tie bar 11. In this post portion 17 each section has on its two inner sides two semi-circular grooves (not appearing in the drawings) to receive in cooperation with similar grooves in the adjacent sections the members of a four-arm bolt 18. This bolt construction is in the form of a cross having four equal arms or extensions threaded at their ends to receive the nuts 19. By making said sections similar in form they can be placed in clamping position on the cross-tie bar 11 and in connection with the track-rail 10 when they are placed transversely of each other at any desired point. This is done by placing one pair of stand-sections on each side of the lower rail, as shown in Figs. 2 and 3, which will bring the clamping-heads of the pair on each side of the upper rail. When being put in place, the nuts 19 are removed from the bolt and the sections are placed in the corners of the bolt, so that the arms of the bolts fit in the grooves, and when the nuts are put on they clamp the sections of the stand together.

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

1. A railway-stand consisting of similar sections with the ends thereof formed to clamp a pair of separate rails or the like, and means for securing said sections together.
2. A railway-stand consisting of similar

sections with the lower ends thereof adapted to clamp a cross-tie bar and the upper ends to clamp a track-rail, and means for securing said sections together.

5 3. A railway-stand consisting of similar sections provided with surfaces between which a cross-tie bar may be clamped, and other surfaces between which the track-rail may be clamped.

10 4. A railway-stand consisting of four similar sections with the lower end of each section provided with a leg, an inward extension at the upper end of the leg, a post portion extending above the leg, a clamping-head at  
15 the upper end and corresponding grooves in the inner surface of each section which cooperate with similar grooves in the other sections forming bolt-holes, a four-end bolt extending through said bolt-holes, and nuts for  
20 clamping said sections together, all formed and arranged substantially as shown.

5. The combination with a track-rail and a cross-tie bar arranged transversely of the track-rail, of stands for supporting the track-  
25 rail above the cross-tie bar, said stand consisting of similar sections with one end thereof adapted to clamp said cross-tie bar and

the other end thereof adapted to clamp said track-rail, and means for securing said sections together.

30 6. The combination with a track T-rail and a cross-tie bar shaped like a T-rail, of a stand for supporting the rail upon the cross-tie bar consisting of four similar sections  
35 with the lower end of each section provided with a leg for resting upon a portion of the transverse bar, an inward extension having beneath the head of the cross-bar a shoulder for fitting on the cross-bar, a clamping-head  
40 adapted to receive and envelop the flange of the track-rail and the corresponding grooves in the inner surfaces of each section which cooperate with similar grooves in the other  
45 sections forming bolt-holes, a four-end bolt extending through said bolt-holes, and nuts for clamping said four sections together.

In witness whereof I have hereunto affixed my signature in the presence of the witnesses herein named.

WILLIAM P. HUSSEY.

Witnesses:

V. H. LOCKWOOD,  
NELLIE ALLEMONG.