P. HADLEY.

RAILWAY RAIL CHAIR.

APPLICATION FILED OCT. 21, 1912.

1,067,332. **Patented July 15, 1913.**

2 SHEETS—SHEET 1.

Fig. 1.

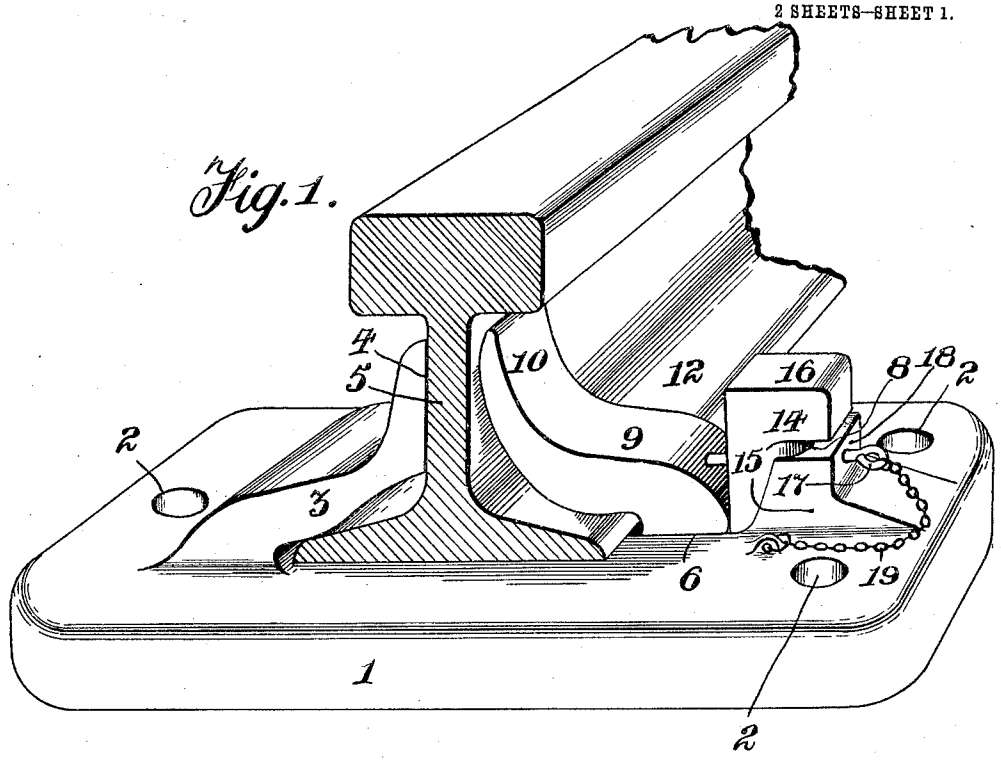
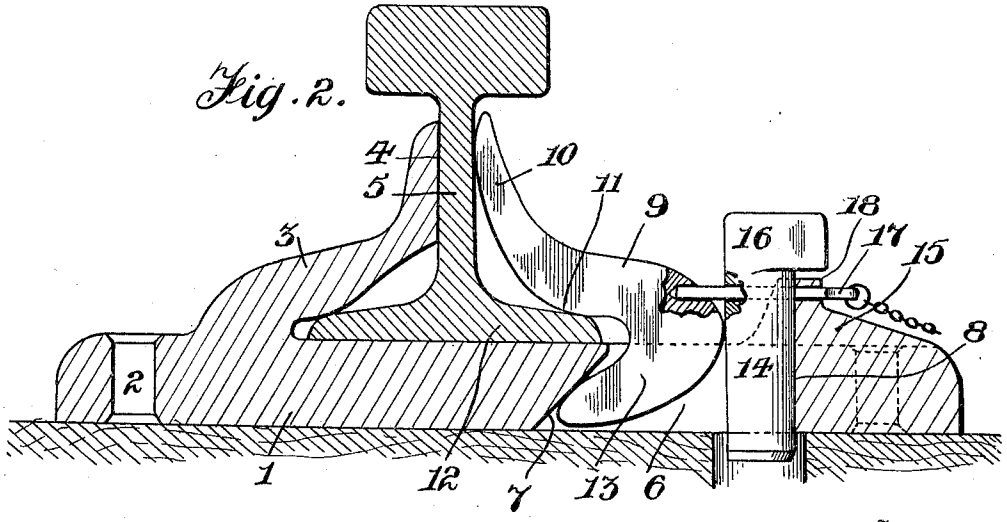


Fig. 2.



Witnesses

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2 SHEETS—SHEET 2.

Fig. 3.

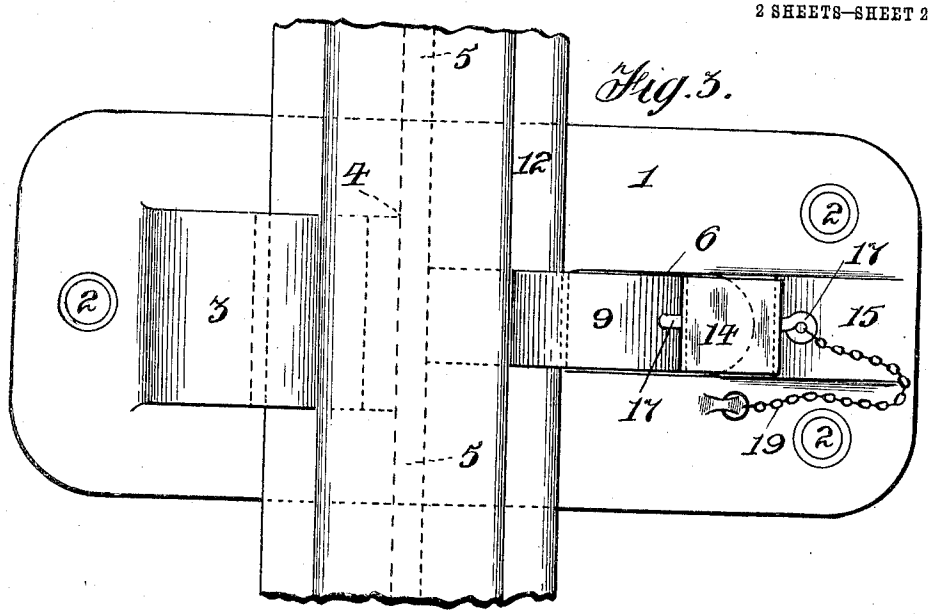
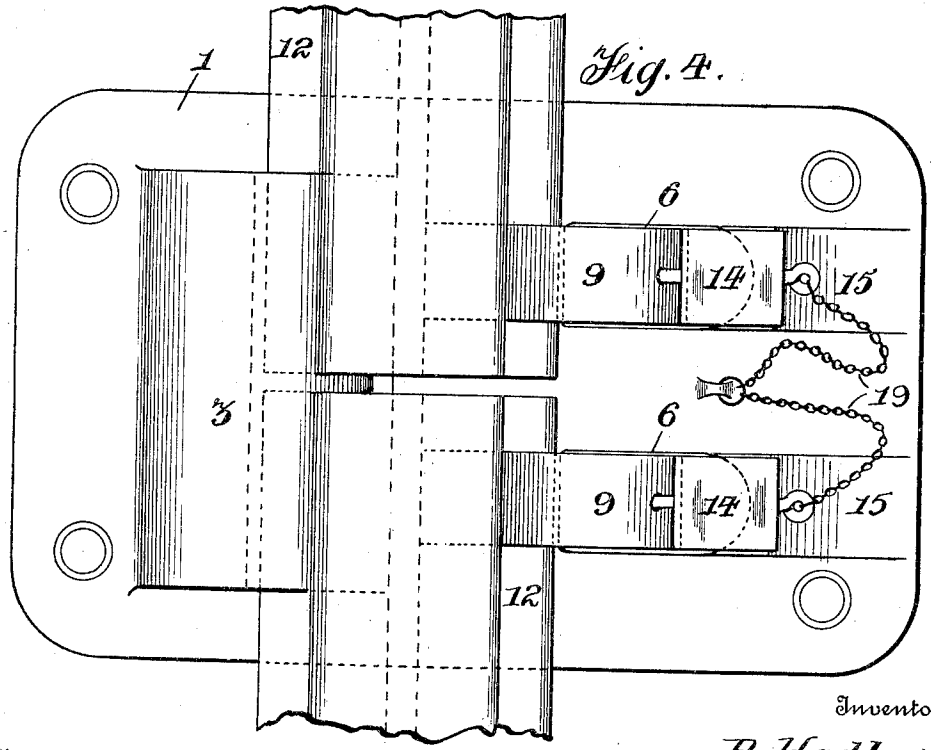


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

PERCY HADLEY, OF MONTREAL, QUEBEC, CANADA.

RAILWAY-RAIL CHAIR.

1,067,332. Specification of Letters Patent. Patented July 15, 1913.

Application filed October 21, 1912. Serial No. 726,942.

To all whom it may concern:

Be it known that I, PERCY HADLEY, a subject of the King of Great Britain, and a resident of the city and district of Montreal, Province of Quebec, Dominion of Canada, have invented certain new and useful Improvements in Railway-Rail Chairs; and I do hereby declare that the following is a full, clear, and exact description of the same.

The invention relates to improvements in a railway rail chair, as described in the present specification and illustrated in the accompanying drawings that form part of the same.

The invention consists essentially in the novel means employed whereby the rail is very rigidly held by readily removable pieces.

The objects of the invention are to devise a reasonably cheap and secure means of holding the rails to their support on the road bed to avert accidents incident to spreading rails and other causes and generally to provide a simple and durable fastening.

In the drawings Figure 1 is a perspective view of the device showing the rail in section. Fig. 2 is a cross sectional view of the chair and rail. Fig. 3 is a plan view also showing the rail. Fig. 4 is a plan view of the invention showing the invention applied as a rail joint.

Like numerals of reference indicate corresponding parts in each figure.

Referring to the drawings 1 is the base of the chair of any suitable shape though shown as of substantially rectangular form having spike holes 2 therethrough in any suitable arrangement.

3 is a bracket preferably integral with the base 1 and extending from the upper side thereof toward one end in an inclined direction toward the center of the base having the vertical face 4 engaging the web 5 of the rail on one side thereof. The base 1 toward the other end has a slot 6 therethrough, said slot at its inner end having the under cut wall 7 and at its outer end the curved wall 8.

9 is a substantially S-shaped clamp having its upper end 10 partly straightened and engaging the other side of the web 5 and its intermediate portion 11 bellying and engaging the upper side of the rail flange 12 the lower end 13 engaging the under cut wall 7 and the edge of said flange 12.

14 is a half circular pin inserted in the upper end of the slot 6 having its flat face engaging the back of the clamp 9 and its circular face pressing against the curved wall 8 of the slot 6 and the inner curved wall of the buttress 15 preferably integral with the base 1, said pin being tapered.

The use of this invention will be readily understood from the description and detail hereinbefore given and it will be seen that the rail is gripped three times by the clamp and very rigidly held against the brackets 3 so that there is really no way for it to loosen up because there is nothing to cause the pin 14 to jump, besides it is very tightly driven in the tapered hole and will not readily loosen, though it can be easily taken out by simply applying a lever to the underside of the pin head 16.

In order to prevent any possibility of the pin 14 shaking loose, a locking pin 17 may be inserted through alining pin orifices in an upward extension 18 of the buttress 15, in the pin 14 and in the back of the clamp 9, said locking pin being connected to the base 1 by a chain 19.

What I claim is:—

1. A railway rail chair comprising a base having a bracket toward one end thereof extending upwardly and inwardly and having an end face adapted to engage the web of the rail on one side and a slot toward the other end having an under cut wall under the base flange of said rail, a clamp substantially S-shaped, at the upper end engaging the other side of the web of the rail, an intermediate portion engaging the upper side of the base flange and a lower portion engaging the base at said under cut wall and a pin inserted in said slot between the back of said clamp and the end wall of the slot.

2. A railway rail chair comprising a base having a rigid bracket extending upwardly in an inclined direction with an end face adapted to engage the web of the rail on one side thereof and a slot toward the other end having an undercut wall below the base flange a substantially S-shaped clamp, at the upper end thereof engaging the upper side of the rail, intermediate of its length engaging the upper side of the base flange and at its lower end engaging the base at said undercut wall and a tapered pin inserted in said slot between the back of said clamp and the outer end wall of said slot.

3. A railway rail chair comprising a base having a bracket integral therewith extending upwardly in an inclined direction and

covering one side of the base flange of the rail and engaging one side of the web of the rail and a slot having an under cut wall under the other side of the base flange, a curved outer end wall and a reinforcing buttress beyond said slot correspondingly curved in the inner wall thereof, a substantially S-shaped clamp having the upper end thereof partially straightened out and engaging the upper side of the web of the rail, the intermediate portion engaging the upper side of the base flange and the lower portion extending inwardly and engaging the base at said undercut wall and a tapered half round pin inserted in said slot between the end wall thereof and the back of the clamp.

Signed at the city of Montreal, Province of Quebec, Dominion of Canada, this 14th day of October 1912.

PERCY HADLEY.

Witnesses:
HARRY DAVIS,
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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."