

(No Model.)

W. WHARTON, Jr.  
RAILWAY CHAIR.

No. 483,592.

Patented Oct. 4, 1892.

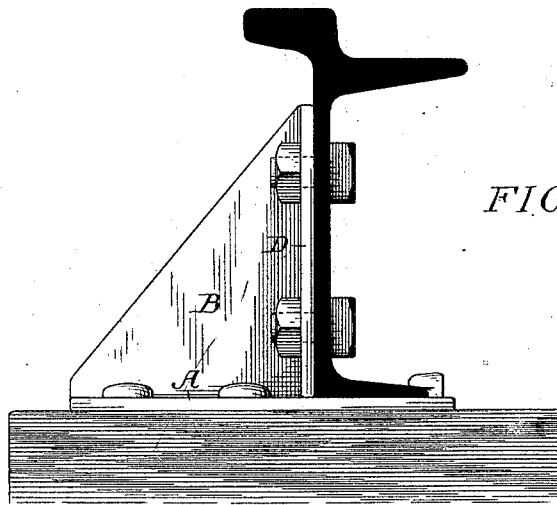


FIG. 1.

FIG. 3.

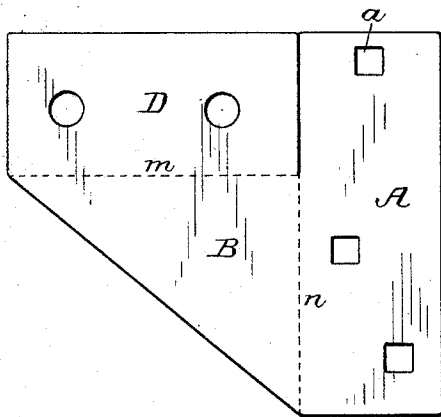
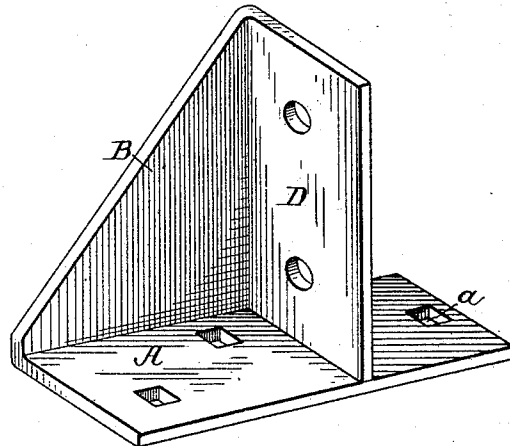


FIG. 2.



Witnesses:  
A. V. Groups  
Fred W. Goodwin

Inventor:  
William Wharton, Jr.  
By his Attorneys  
Howson + Howson

# UNITED STATES PATENT OFFICE.

WILLIAM WHARTON, JR., OF PHILADELPHIA, PENNSYLVANIA.

## RAILWAY-CHAIR.

SPECIFICATION forming part of Letters Patent No. 483,592, dated October 4, 1892.

Application filed December 26, 1891. Serial No. 416,203. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM WHARTON, JR., a citizen of the United States, and a resident of Philadelphia, Pennsylvania, have invented certain Improvements in Railway-Chairs, of which the following is a specification.

The object of my invention is to construct a braced chair for use in connection with a rail having a base-flange at one side only. This particular rail is fully set forth and claimed in the application filed by Edward Samuel on the 14th day of December, 1891, Serial No. 414,937, and my improved chair is based on the foot invented by Edward Samuel, for which application for patent is filed even date herewith.

In the accompanying drawings, Figure 1 is a sectional view of the rail, showing my improved chair attached thereto. Fig. 2 is a perspective view of my improved chair, and Fig. 3 is a plan view of the blank from which the chair is made.

In the foot invented by Edward Samuel, mentioned above, the rail is not supported by the foot, but the foot is merely applied to the side of the rail. The object of my invention is to support the rail upon the chair, so as to obviate any shearing strain upon the securing-bolts which secure the chair to the rail, at the same time forming a suitable base for the rail, not relying upon the tie.

The blank from which my improved chair is made has a portion A, which is the base of the chair, which extends under the base-flange of the rail, as clearly shown in Fig. 1, and a portion B, which is the brace to withstand any transverse strains upon the rail,

and a portion D, which forms a standard to which the rail is attached. The portion D is bent at right angles to the portion B on the line *m*, and the portion B is in turn bent at right angles to the portion A on the line *n*, the parts assuming the position shown in Fig. 2. Suitable holes are made in the vertical portion D and the base A for the passage of the securing bolts and spikes, as shown clearly in Fig. 1.

The base is preferably punched at *a* for the insertion of a securing-spike, which engages with the base-flange of the rail, locking the rail and chair firmly to the tie. Thus it will be seen that the rails rest directly upon the base-plate A, which is secured firmly to the tie by the spikes, and to the rail by the bolts which pass through the vertical portion D.

The brace portion B, which ties the vertical portion to the base, resists any transverse strain upon the rail.

I claim as my invention—

The within-described rail-chair, comprising a base A, extending under the rail, a vertical portion D, secured to the rail, and a brace portion B, tying the vertical portion to the base, the whole being made from a single piece of sheet metal bent to the form described, substantially as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

WILLIAM WHARTON, JR.

Witnesses:

WILLIAM D. CONNER,  
HENRY HOWSON.