

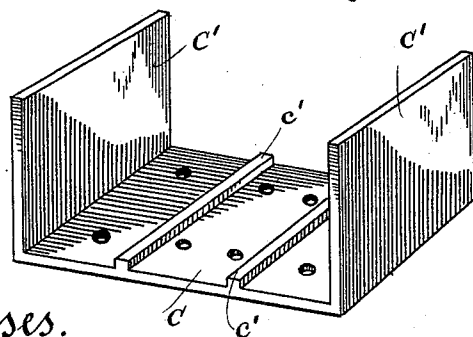
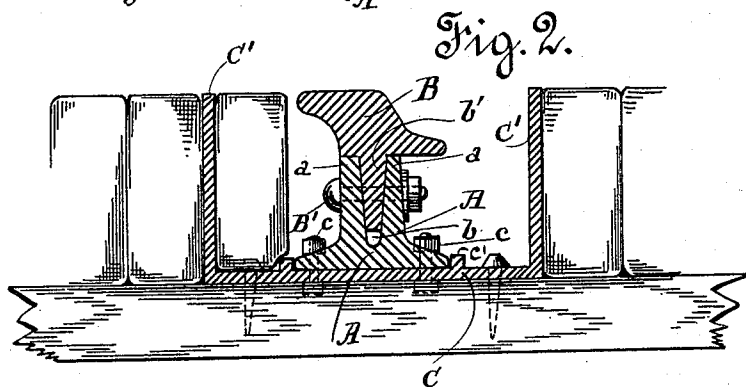
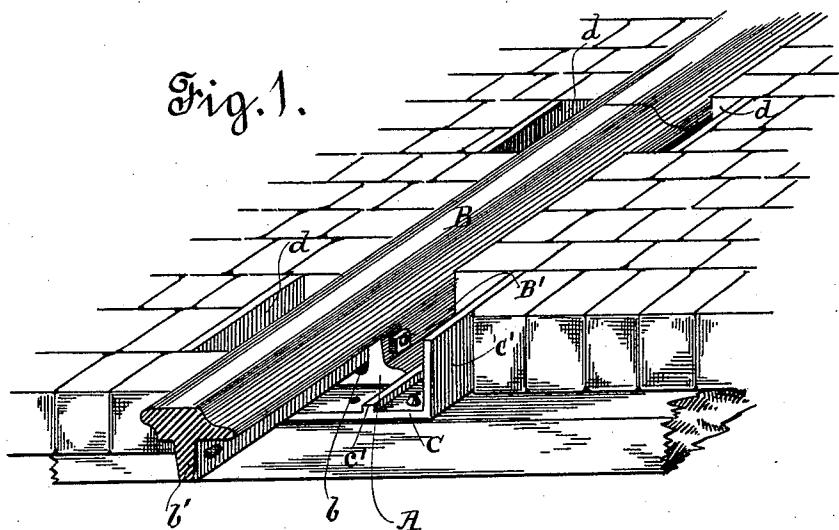
(No Model.)

P. BARGION.

CHAIR PLATE FOR COMPOUND RAILWAY RAILS.

No. 461,729.

Patented Oct. 20, 1891.



Witnesses.

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UNITED STATES PATENT OFFICE.

PETER BARGION, OF OAKLAND, CALIFORNIA.

CHAIR-PLATE FOR COMPOUND RAILWAY-RAILS.

SPECIFICATION forming part of Letters Patent No. 461,729, dated October 20, 1891.

Application filed July 7, 1891. Serial No. 398,645. (No model.)

To all whom it may concern:

Be it known that I, PETER BARGION, a citizen of the United States, residing at Oakland, in the county of Alameda and State of California, have invented certain new and useful Improvements in Chair-Plates for Compound Railway-Rails; and I do hereby declare the following to be a full, clear, and exact description of said invention, such as will enable others skilled in the art to which it most nearly appertains to make, use, and practice the same.

My invention has relation to certain new and useful improvements in street-railway chair-plates, which will be hereinafter more fully set forth in the drawings, described, and pointed out in the specification.

My improved chair plate or brace is adapted to be used more especially in connection with compound street-railway rails and to pass beneath the base-rails at the point of union, in order to provide a firm brace or foundation for the rail-joint for the purpose of providing against jolting or sagging of the rails at their ends, due to motion of the cars, loose or uneven road-beds, thereby giving a smooth and even bed for the top rail and overcoming undue wear thereof, which results from an uneven or loose base-rail. The plate or brace is constructed with upturned or flanged ends, which, when the brace is in place, extends upward on each side of the rail, so as to provide side pockets, into which the ends of bolts uniting the upper and lower rails extend. Inasmuch as the pavement is built around flanged portion of the brace-plates easy access may be had to the bolt-nut without disturbing the surrounding pavement.

Referring to the drawings forming a part of this specification, wherein similar letters of reference denote corresponding parts, Figure 1 is a perspective view showing chair brace or plate secured in position; Fig. 2, a cross-section on line *x x*, Fig. 1; and Fig. 3, a detail view of the chair brace or plate.

The letter A indicates the sub or base rail provided with a broad base and vertical flanges *aa*, which extend upward a short distance on each side of the central line, thus forming a longitudinal opening *b*, within which the depending stem *b'* of tread-rail B is adapted to fit and be secured therein by means

of bolts B', extending through the vertical flanges and depending stem.

The chair brace or plate is represented by the letter C, and said brace fits beneath the sub or base rail, so as to receive the end of each rail, thus forming a solid and even foundation at each joint of the track, thereby preventing sagging of the rails at their weakest point, consequently providing an even surface to the tread-rail. The sub or base rail is united to the chair brace or plate by means of bolts *c*, and by means of shoulders or projections *c'* the same is prevented from lateral movement, consequently holding the rail in true line, whether secured thereto or not. The brace-plate is provided with flanged ends C', which extend upward on each side of the rail and the height of the tread-rail. The pavement adjoining the track being laid or built around the flanged ends, it is obvious that side pockets *d* are formed thereby, and inasmuch as said brace-plates are placed beneath the point of securing the rails it will be noticed that ends of bolts B' project therein. These side pockets are filled by loose blocks or removable section of the pavement, so that in case it becomes necessary to repair the rails the upper or tread rail may be easily removed without disturbing or destroying the adjoining pavement.

It will be thus observed that my improved chair brace or plate not only serves to provide a level and solid foundation for the rails at their weakest point, but also tends to keep the adjoining pavement in proper condition during repairs of the road. By removing the loose blocks or filling from the pockets easy access may be had to the securing-bolts for the rails in order to remove the tread-rail or make repairs. Intermediate the chair-plates the pavement fits closely against the rails, and thus tends to give strength and solidity to the same, and inasmuch as the upper rail is provided with the street tread-head in place of the T-shaped rail-head it is obvious that undue wear results from traffic thereover, inasmuch as the pavement is flush therewith. When used in connection with cable roads, the brace-plates are secured directly to the yokes thereof; but ordinarily the same are secured to the cross-ties, as shown in Fig. 1.

Having thus described my invention, what I claim as new, and desire to secure protection in by Letters Patent of the United States, is—

5 1. The combination, with a compound railway-rail, of a chair-plate upon which the lower rail bears, said plate extending upward on each side of the rail so as to provide side pockets, into which the securing-bolts of the rails
10 extend, as and for the purpose set forth.

2. The combination, with a compound railway-rail, of a chair-plate passing under and secured to the sub-rail, said plate provided with flanged ends extending upward on each
15 side of the rail so as to form pockets, into

which the securing-bolts of the rails extend, as and for the purpose set forth.

3. As a new article, a chair-plate for compound railway-rails, provided with inner projecting shoulders, between which the sub-rail 20 fits, and having flanged ends adapted when said plate is in position to form side pockets, as and for the purpose set forth.

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

PETER BARGION.

Witnesses:

N. A. ACKER,
J. W. KEYS.