

E. P. BATCHELDER.
 RAIL CHAIR.
 APPLICATION FILED DEC. 4, 1907.

909,519.

Patented Jan. 12, 1909.

Fig. 1.

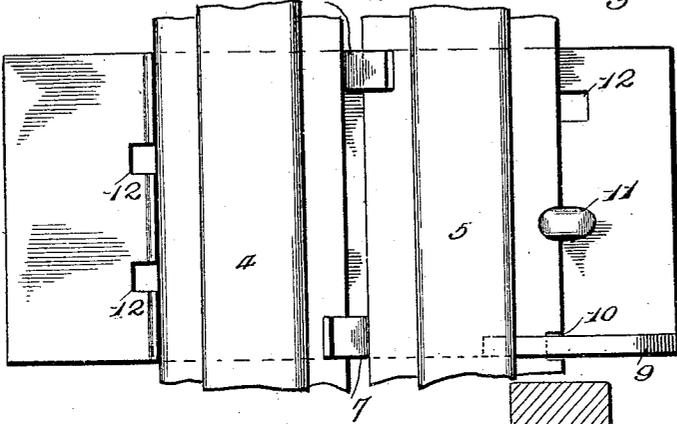
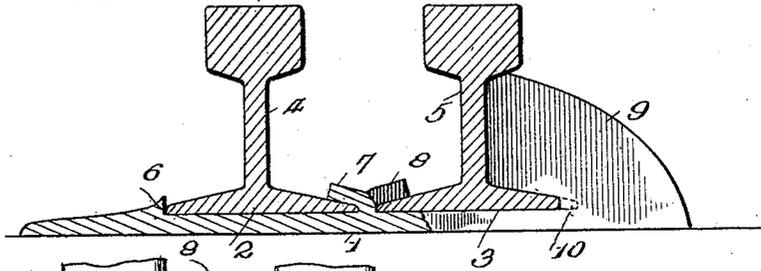


Fig. 2.

Fig. 4.

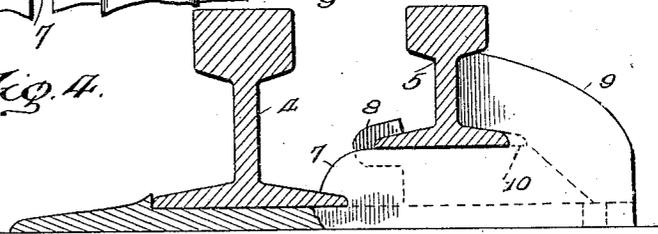
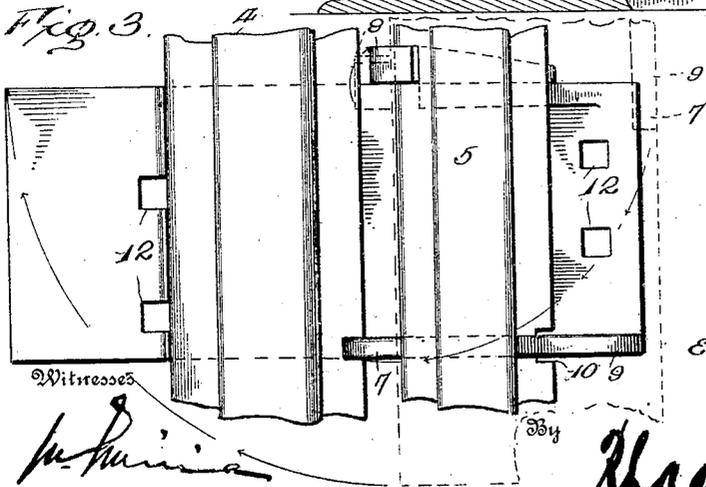


Fig. 3.



Inventor

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Witnesses

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UNITED STATES PATENT OFFICE.

EBEN P. BATCHELDER, OF ASHLAND, OREGON.

RAIL-CHAIR.

No. 909,519.

Specification of Letters Patent.

Patented Jan. 12, 1909.

Application filed December 4, 1907. Serial No. 405,094.

To all whom it may concern:

Be it known that I, EBEN P. BATCHELDER, citizen of the United States, residing at Ashland, in the county of Jackson and State of Oregon, have invented certain new and useful Improvements in Rail-Chairs, of which the following is a specification.

This invention contemplates certain new and useful improvements in rail chairs and the object of the invention is a simple, durable and efficient construction of rail chair which is designed to support a guard rail securely in proper position relative to the main rail without the use of bolts and which also serves to prevent any creeping or longitudinal movement of the guard rail.

With this and other objects in view as will more fully appear as the description proceeds, the invention consists in certain constructions and arrangements of parts that I shall hereinafter fully describe and claim.

For a full understanding of the invention and the merits thereof, reference is to be had to the following description and accompanying drawing, in which:

Figure 1 is a transverse section of my improved rail chair with parts in elevation. Fig. 2 is a plan view thereof. Fig. 3 is a similar view indicating in dotted lines the manner of positioning the chair. Fig. 4 is a transverse section of a modification of the invention with parts shown in elevation.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

My improved rail chair comprises a base plate 1 which is formed with seats 2 and 3 adapted to receive respectively the main rail 4 and the guard rail 5. A ridge 6 extends along the outer edge of the seat 2 and serves to prevent any outward movement of the rail 4 in the said seat. A hooked lip 7 is formed at the other edge of the seat 2 and engages the corresponding base flange of the rail 4 to prevent any inward movement thereof. The inner edge of the seat 3 is provided with a similar hooked lip 8 which engages the inner base flange of the guard rail 5 for a like purpose, the other edge of the said seat 3 being provided with a track brace 9 that engages the outer base flange of said guard rail and abuts against the web thereof to prevent any outward movement of the rail. The rail brace 9 is received in a

recess 10 formed in the outer base flange of the guard rail and thereby effectually prevents any longitudinal movement or creeping thereof. To further secure the rails in their respective seats spikes 11 are driven into the tie through openings 12 formed in the base plate 1 contiguous to the outer edges of the seats 2 and 3, said spikes also serving the purpose of fastening the base plate 1 in position upon the tie.

To apply my improved railway chair to the rails, it is placed under said rails extending lengthwise thereof, and is turned as indicated by the dotted lines in Fig. 3 until the rails are received in their respective seats.

From the above description in connection with the accompanying drawing, it is evident that I have provided a railway chair which holds in the proper relative position the main and guard rails, which prevents any lateral movement thereof, and which also prevents the guard rail from creeping.

It is to be understood that in the preferred construction of this invention it is to be made of an integral plate of metal. It is also to be understood that the seat for the guard rail may be elevated above the other seat as shown in Fig. 4.

Having thus described the invention, what I claim is:

In a device of the character described, the combination with main and guard rails, said guard rail being formed in its outer base flange with a recess, of a base plate formed with seats arranged to receive the respective rails, and at the inner edges of said seats with oppositely facing hooked lips engaging the inner base flanges of the rails, and a track brace carried by the base plate contiguous to the outer edge of one of the seats and engaging the upper surface of the base flange of the rail and received in the recess therein, the other seat being formed at its outer edge with a ridge, and the base plate being formed with openings extending therethrough contiguous to the outer edges of said seats, as and for the purpose specified.

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

EBEN P. BATCHELDER. [L. s.]

Witnesses:

MILLIE ADDISON,
G. H. BILLINGS.