

(No Model.)

J. QUINN, Jr.

RAIL CHAIR.

No. 383,765.

Patented May 29, 1888.

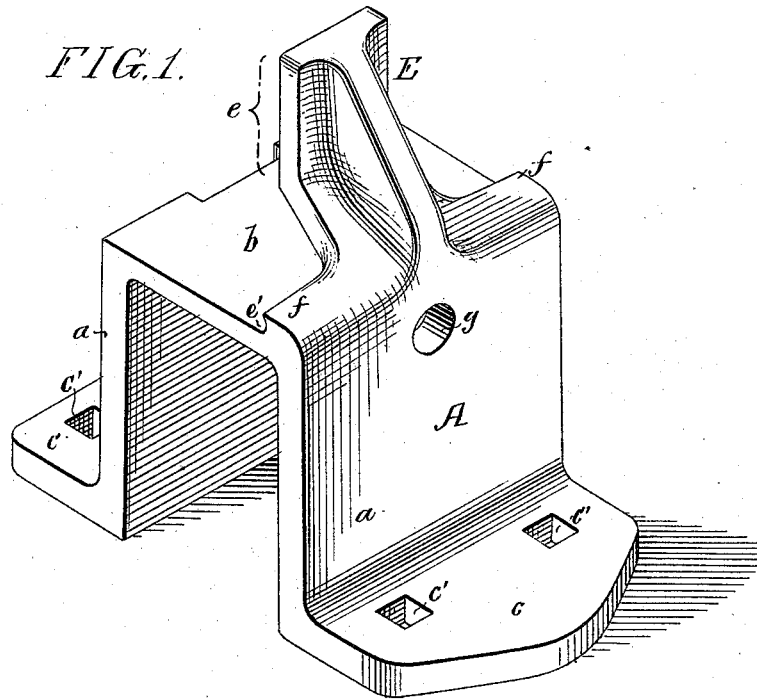
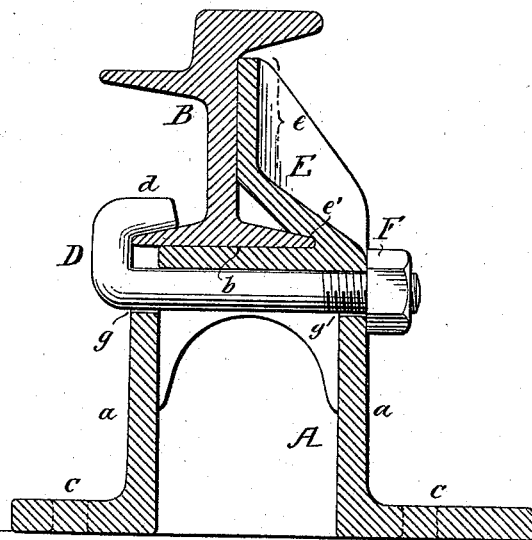


FIG. 2.



Witnesses:
David S. Williams
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Inventor:
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by his Attorneys
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UNITED STATES PATENT OFFICE.

JAMES QUINN, JR., OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO WILLIAM WHARTON, JR., AND COMPANY, INCORPORATED, OF SAME PLACE.

RAIL-CHAIR.

SPECIFICATION forming part of Letters Patent No. 383,765, dated May 29, 1888.

Application filed February 23, 1888. Serial No. 264,906. (No model.)

To all whom it may concern:

Be it known that I, JAMES QUINN, Jr., a citizen of the United States, and a resident of Philadelphia, Pennsylvania, have invented certain
5 Improvements in Rail-Chairs, of which the following is a specification.

The object of my invention is to construct a rail-supporting chair that will form a right-angled bearing for the rail and hold the rail
10 securely in place, and from which the rail can be readily removed, or the chair removed from under the rail, as fully described herein-after.

In the accompanying drawings, Figure 1 is a perspective view of the chair; and Fig. 2 is a sectional view of a rail, chair, and securing-bolt.

This chair is used in the construction of street-railways, in which girder-rails are secured to elevated chairs mounted upon the cross-ties, so that there will be room between the cross ties and the top of the rails for the paving-blocks of the street.

A is the chair, B the rail, and D the securing-bolt.

The chair A is formed as follows:

b is the rail-base on which the rail rests, a a the side plates, and c c the securing-flanges, all forming a pedestal for the rail. The flanges
30 c c are provided with orifices c', through which the spikes are driven into the cross-ties; or, where the cross-ties are made of metal, bolts may be used.

E is an extension on the outside of the chair, and of the form shown in the drawings. The face e of this extension is broad and extended and at right angles with the rail-base b. The extension E hangs over the base b, as shown in Fig. 2, forming a cavity, e', in which the
40 base of the rail B rests. The extension E tapers off at each side into slight overhanging ledges f f, which give the rail an extended

side bearing. The bolt D passes transversely through the chair under the base b and through orifices g g in the side plates, a. One end of the bolt D is threaded for the reception of a nut, F, while the opposite end is bent into a hooked form, d, as shown in Fig. 2, forming a clamp for the base of the rail B.

It will be seen that when the rail is placed in position on the chair and the bolt and nut F tightened the rail will be pressed down upon the base b, and also against the broad face e of the extension E and into the recess e', so that by means of one bolt a secure and perfectly
55 rigid connection is made, the extension E being carried up as near the top of the rail as practicable, and takes the outward thrust upon the rail caused by the wheels of the car.

When a rail has to be removed to allow for alterations or repairs, by loosening the bolt the rail can be removed sidewise from the chair, or, if the chair is broken, by removing the spikes it can be moved sidewise from under the rail and another chair inserted with-
60 out disturbing the rail.

I claim as my invention—

The combination, in a rail-chair, of the base b, an extension, E, of the chair, having a face, e, ledges f f, extending on each side of the extension E, with a rail, B, and securing-bolt D, passing through the chair, and adapted to not only press the rail to the base b, but also to force it against the face e and into the recess formed by the extension and against the ledges f f, substantially as set forth.

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

JAMES QUINN, JR.

Witnesses:

HENRY HOWSON,
HARRY SMITH.