

J. QUIGLEY.
STREET RAILWAY TRACK.

No. 171,422.

Patented Dec. 21, 1875.

Fig. 1.

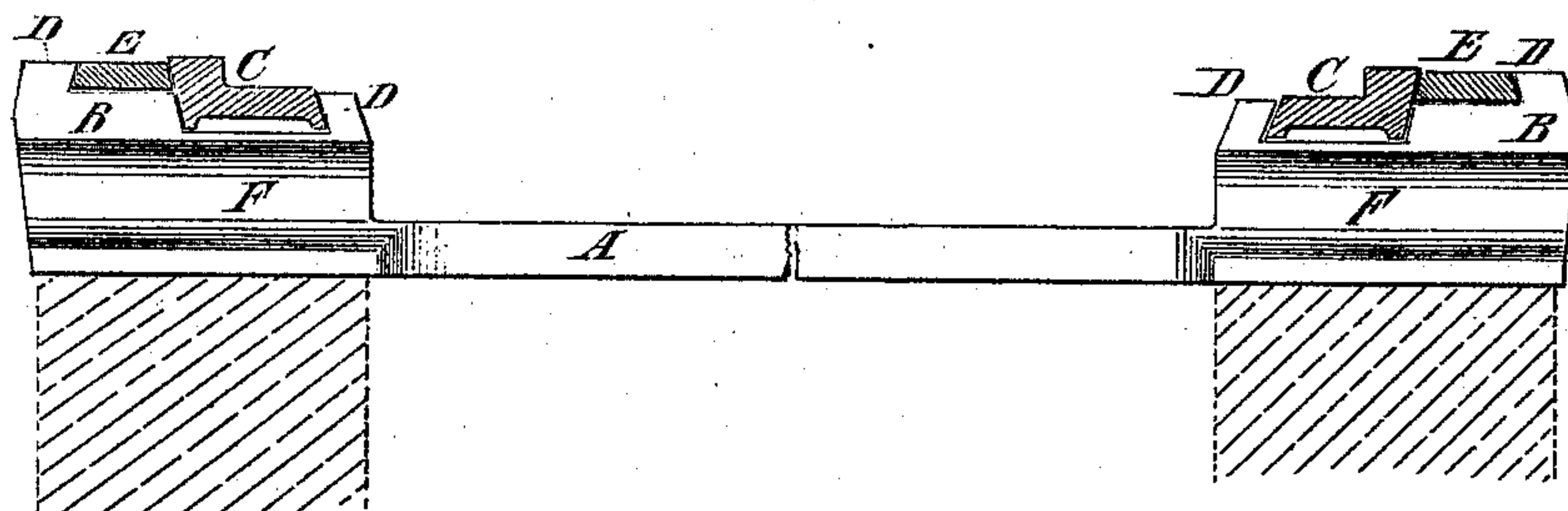
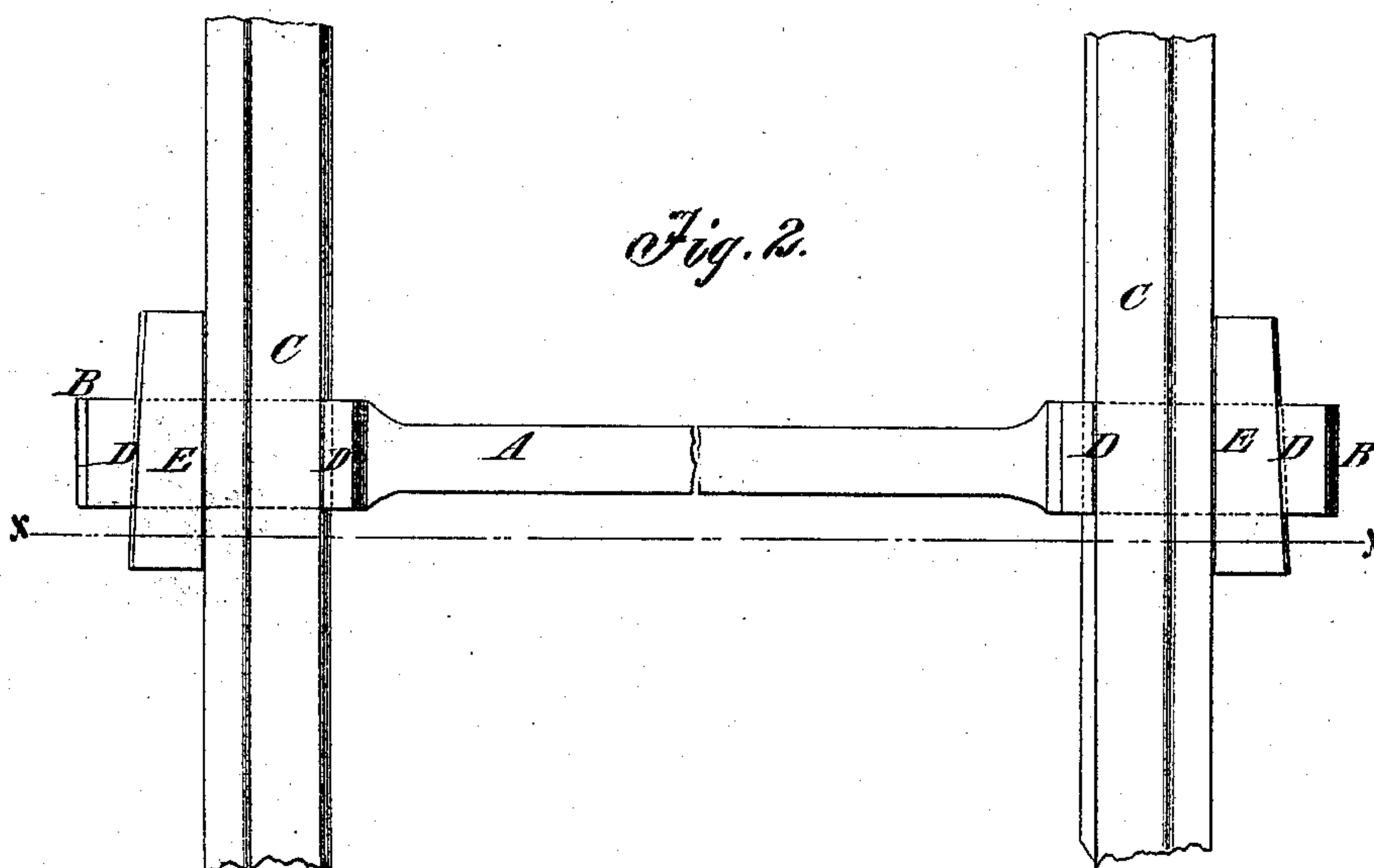


Fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN QUIGLEY, OF ST. JOSEPH, MISSOURI.

IMPROVEMENT IN STREET-RAILWAY TRACKS.

Specification forming part of Letters Patent No. **171,422**, dated December 21, 1875; application filed November 19, 1875.

To all whom it may concern:

Be it known that I, JOHN QUIGLEY, of St. Joseph, Buchanan county, Missouri, have invented a new and Improved Combined Tie and Rail-Chair, of which the following is a specification:

My invention consists of a cast-iron tie, with an elevated and broadened seat for the rail at each end, contrived to fasten the rail in the seat by a key. The broadened elevations for the chair are grooved or chambered in the sides, so that the earth or pavement of the road will pack in and hold the tie down securely.

The object is to enable iron to be used, instead of the less durable wood, and to save the cost of fastening the chairs to the ties, and also to secure more permanent seats for the chairs.

Figure 1 is a transverse section of a railway, showing a side elevation of my improved combined tie and rail-chair, the section being taken on line *xx* of Fig. 2. Fig. 2 is a plan view.

A is the tie, on each end of which is a widened and elevated seat, B, in the top of which is a chair for the rail C, the same being formed with dovetail sides D, for fastening the rail in it by a key, E. While the chair-seat is made sufficiently broad on the bottom for a substantial base, and also broad enough on the top for the chair, the middle portion is chambered or grooved at F to economize metal, and also so that the road-bed will pack and hold the chair steady and firm.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

The combined metal tie A and chairs B D, constructed to fasten the rails by a key, and having the side recesses F, substantially as specified.

JOHN QUIGLEY.

Witnesses:

JAS. H. BUNNETT,
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