

(No Model.)

M. M. SUPPES.
BRACE CHAIR FOR RAILROAD RAILS.

No. 436,959.

Patented Sept. 23, 1890.

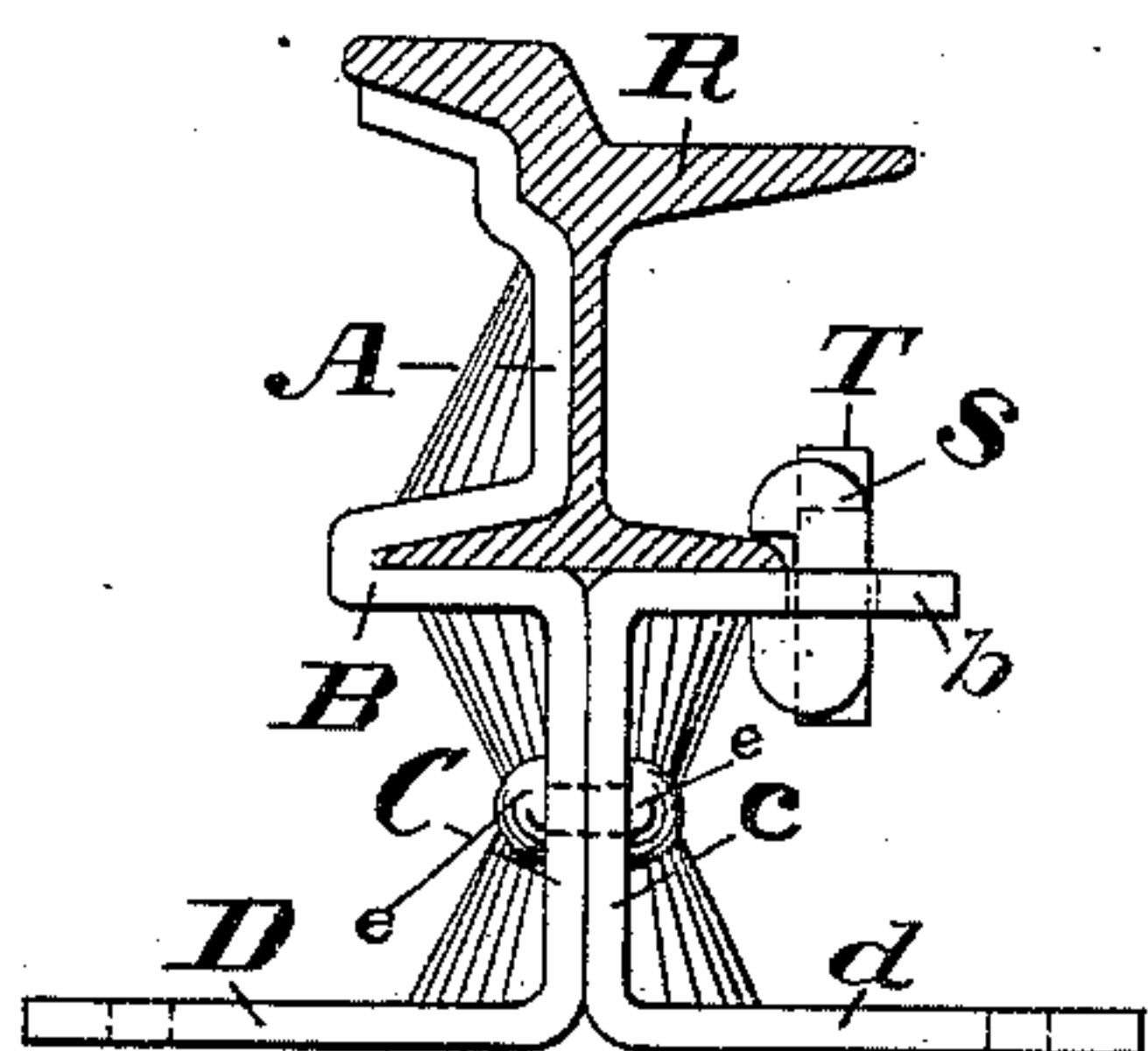


Fig. 1.

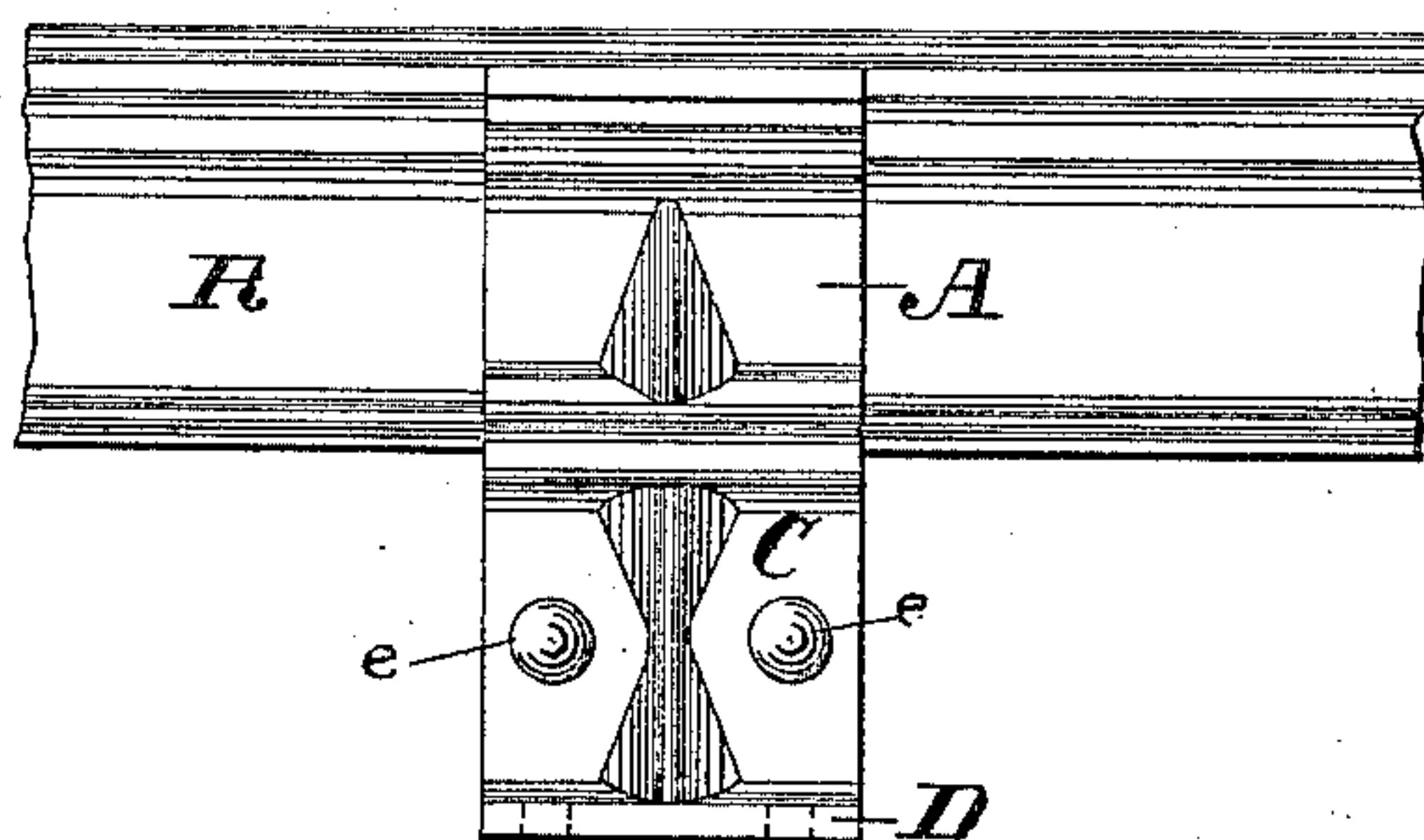


Fig. 2.

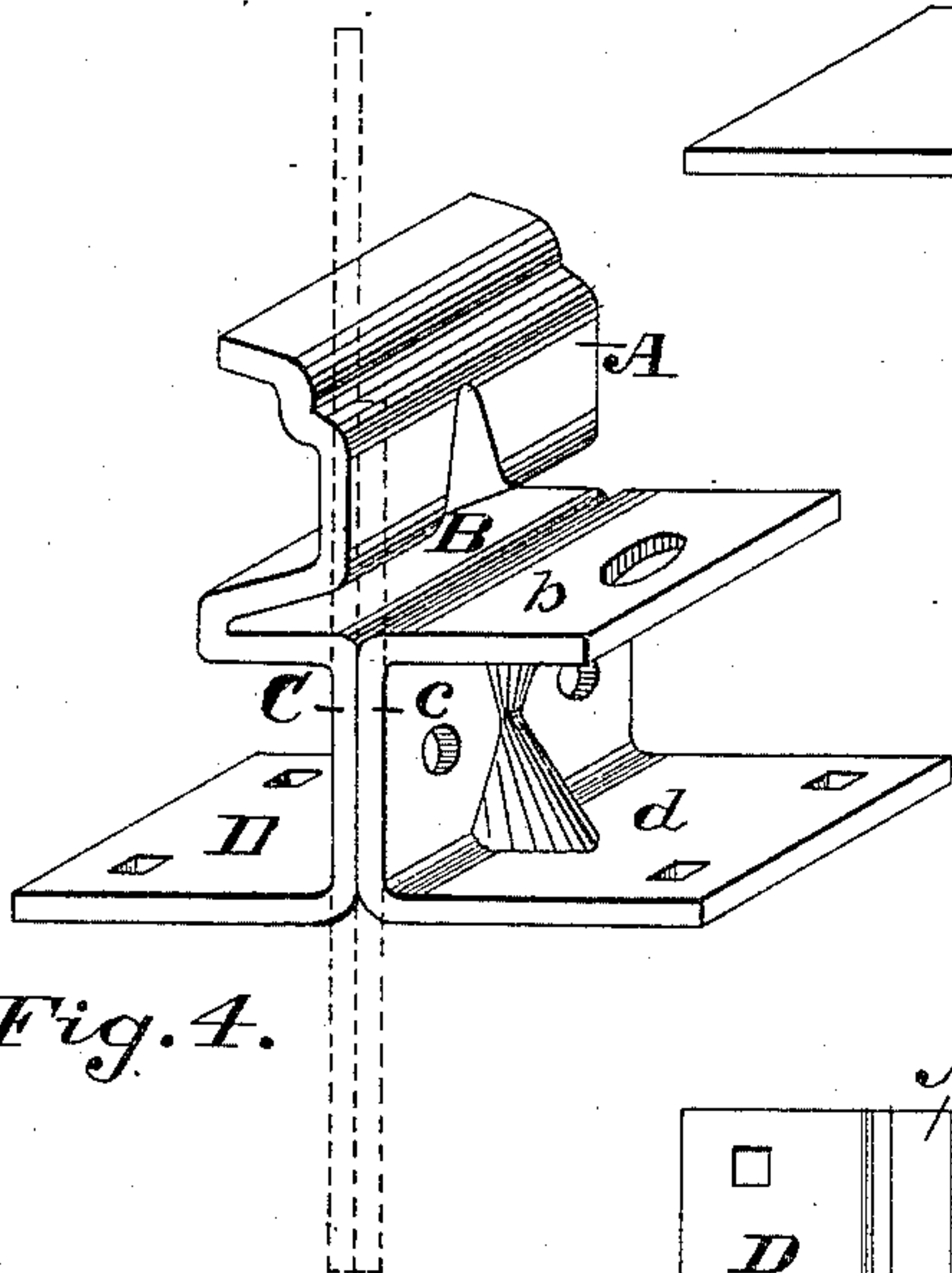


Fig. 4.

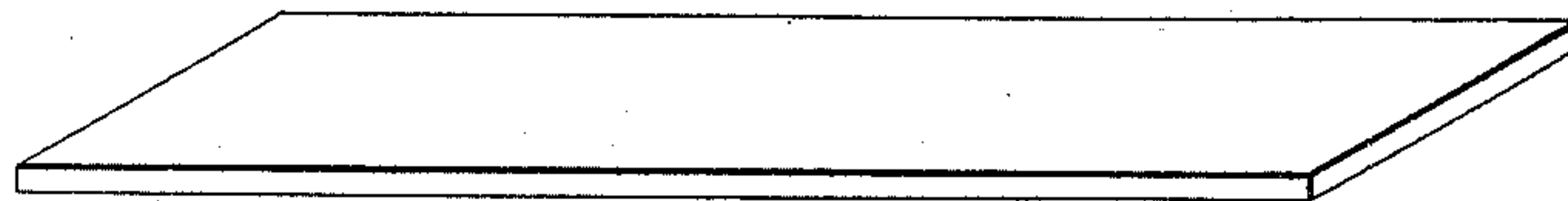


Fig. 5.

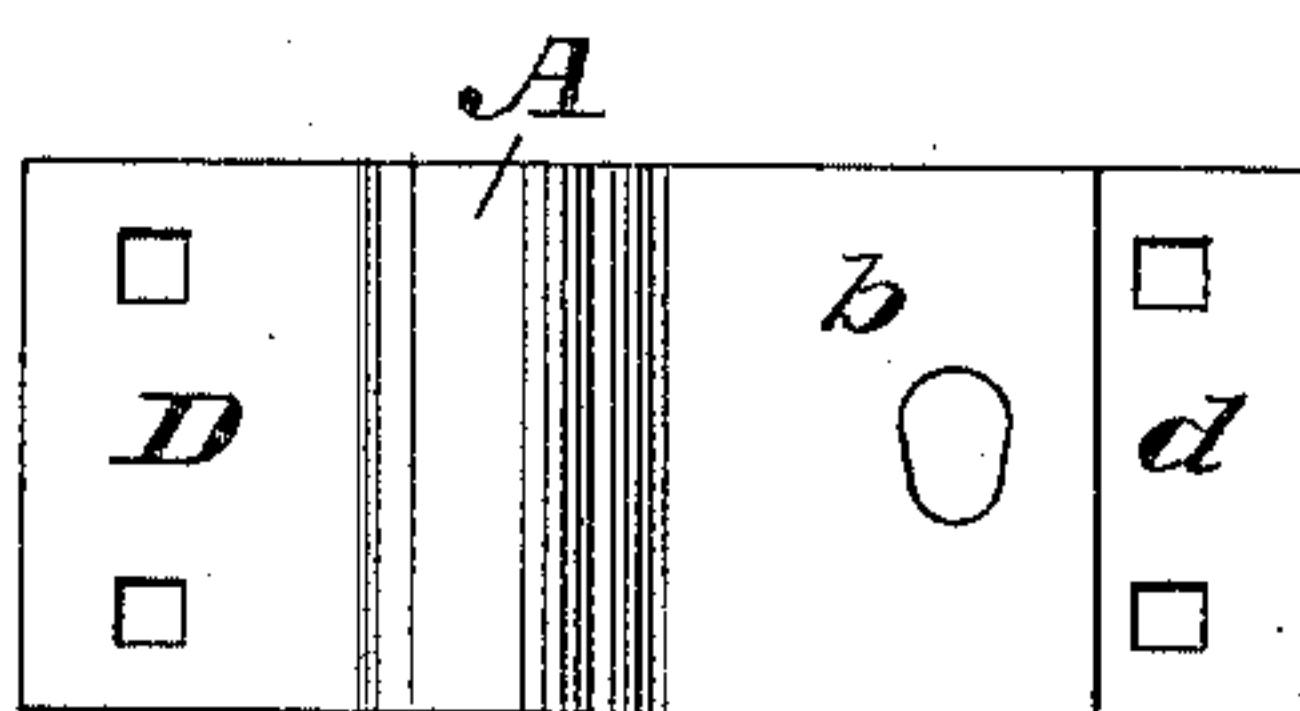


Fig. 3.

WITNESSES:

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UNITED STATES PATENT OFFICE.

MAX M. SUPPES, OF JOHNSTOWN, PENNSYLVANIA, ASSIGNOR TO THE
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BRACE-CHAIR FOR RAILROAD-RAILS.

SPECIFICATION forming part of Letters Patent No. 436,959, dated September 23, 1890.

Application filed February 20, 1890. Serial No. 341,174. (No model.)

To all whom it may concern:

Be it known that I, MAX M. SUPPES, of Johnstown, in the county of Cambria and State of Pennsylvania, have invented a new and useful Improvement in Brace-Chairs for Railroad-Rails, which invention or improvement is fully set forth and illustrated in the following specification and accompanying drawings.

10 The object of this invention is to make a brace-chair having a vertical central support or pillar out of flat plates of iron or steel.

15 The invention will first be described in detail, and then particularly set forth in the claim.

In the accompanying drawings, Figure 1 shows the chair in end elevation, with a rail, shown in cross-section, in place. Fig. 2 is a side elevation of Fig. 1, looking from the left. 20 Fig. 3 shows the chair in plan, the rail being omitted. Fig. 4 shows the chair in perspective, the rail being omitted. Fig. 5 is a view in perspective of a metal blank, two of which blanks are used in the construction of the 25 chair herein described.

In said figures the several parts are respectively indicated by letters of reference, as follows: The letter A indicates an outside brace for the rail R; B, one portion of the 30 rail-seat; C, the portion on one side partially forming the central pillar or support; D, the portion forming the foot on one side; b, the other portion of the rail-seat; and c and d, the portions forming, respectively, the central pillar or support and the foot opposite and corresponding to the portions C D. 35

The chair is made by shaping or forging two flat bars—such as shown in dotted lines in Fig. 4 and in perspective in Fig. 5—into the respective shapes shown, and then riveting 40 together, by rivets e e, the two portions C c, forming a central pillar or support. The chair, being first attached to the rail, is then firmly clamped to the same by the clip S and key T. 45

I do not confine myself to the clip-and-key attachment shown for securing the rail to the chair, as any other suitable device may be substituted therefor. If desired, the portion 50 b of the chair may be bent toward and over the lower flange of the rail, dispensing with the clip-fastening, in which case it would be preferable to replace the rivets e by bolts, as the two portions of the chair would in this event require to be attached to each other 55 during the process of constructing the track.

The shape of the brace A may be modified to suit different forms of rail used without departing from this invention.

Having thus fully described my said improvement as of my invention, I claim— 60

A rail-chair composed of two flat plates having a flat rail-seat, an exterior rail-brace on one side, a base-clip on the opposite side, and a central pillar or support composed of 65 two thicknesses of metal secured together below the rail-seat, as described.

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Witnesses:

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