

(No Model.)

G. MURRAY.  
BRACE CHAIR FOR RAILROAD RAILS.

No. 478,806.

Patented July 12, 1892.

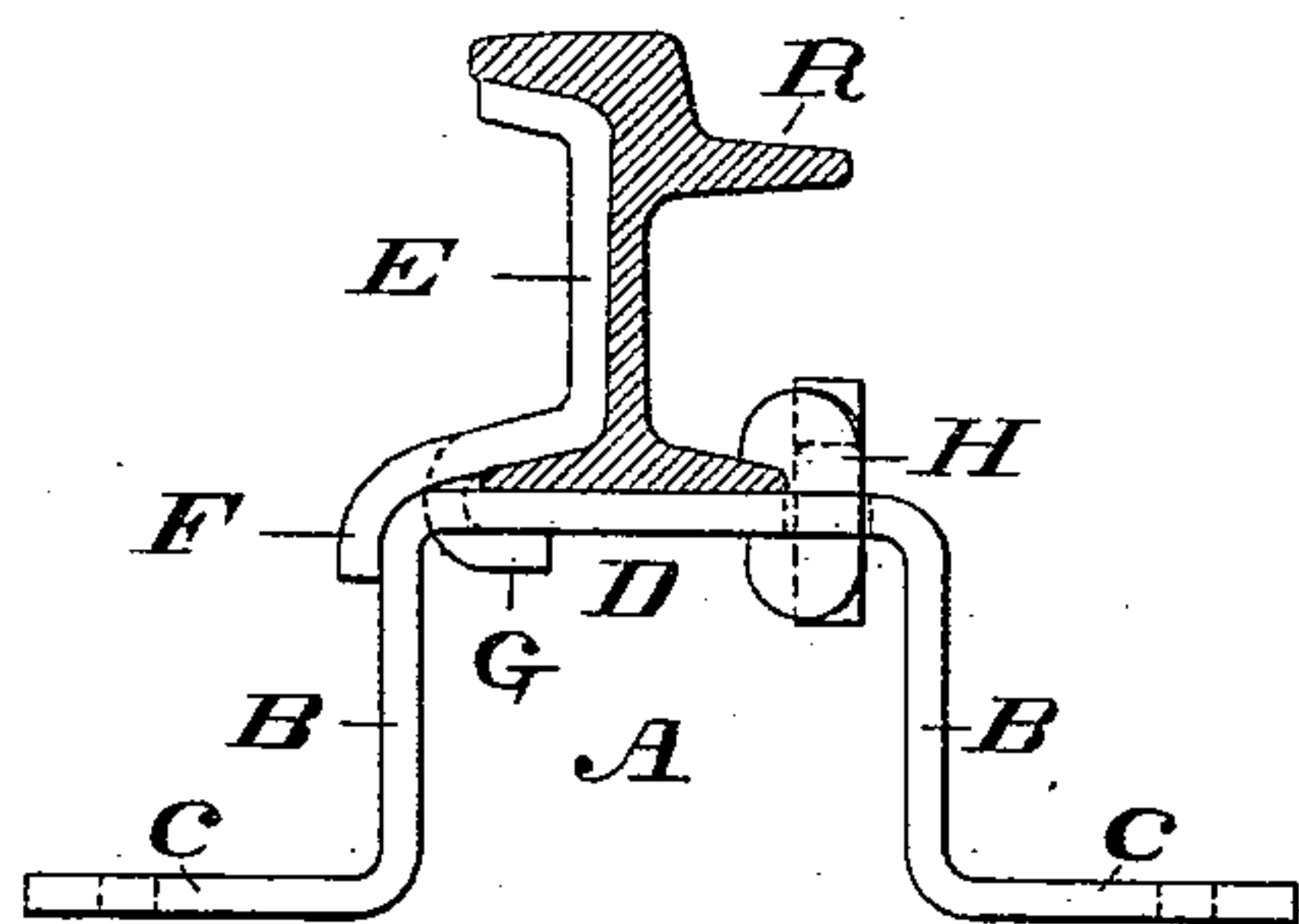


Fig. 1.

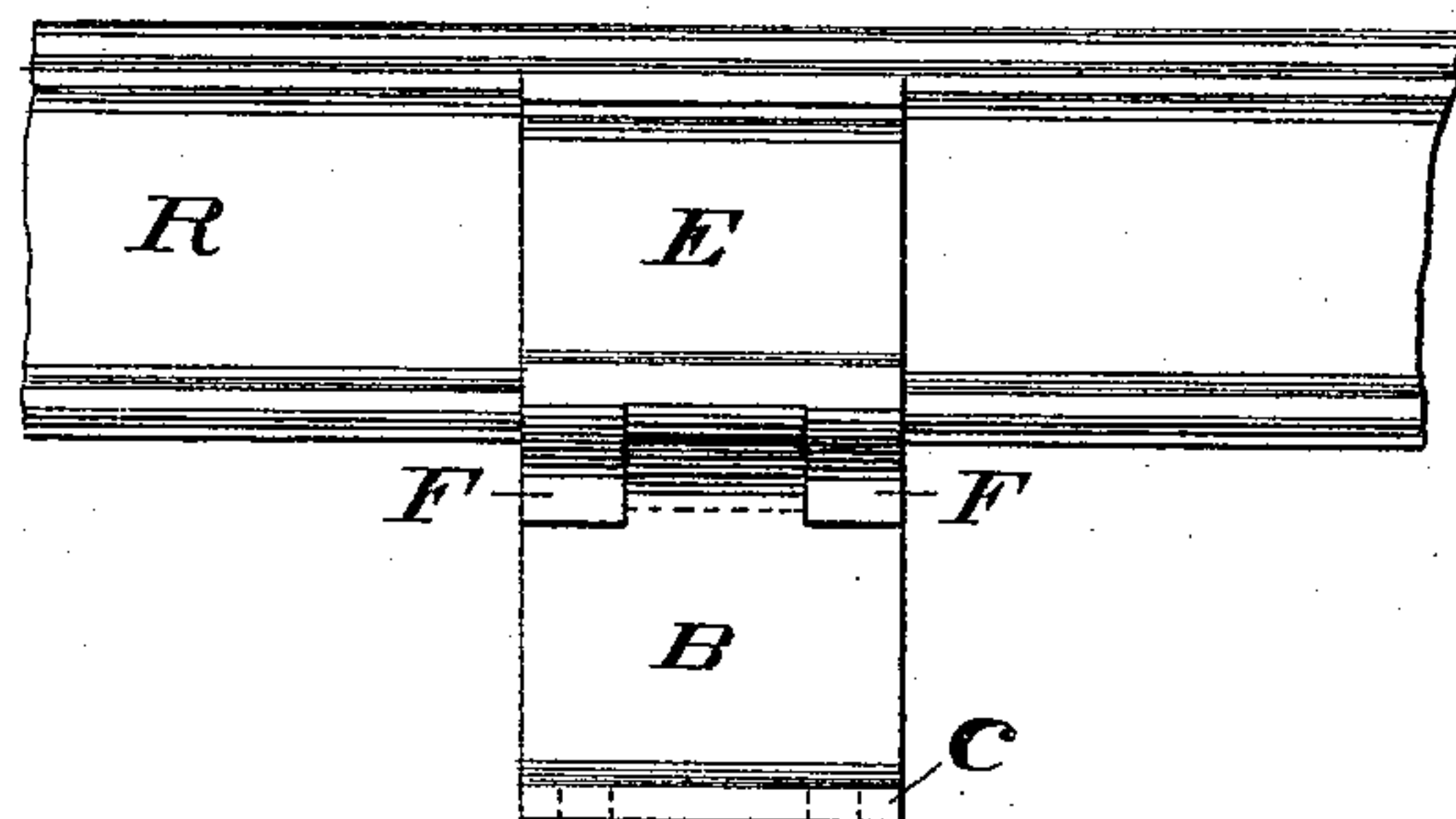


Fig. 2.

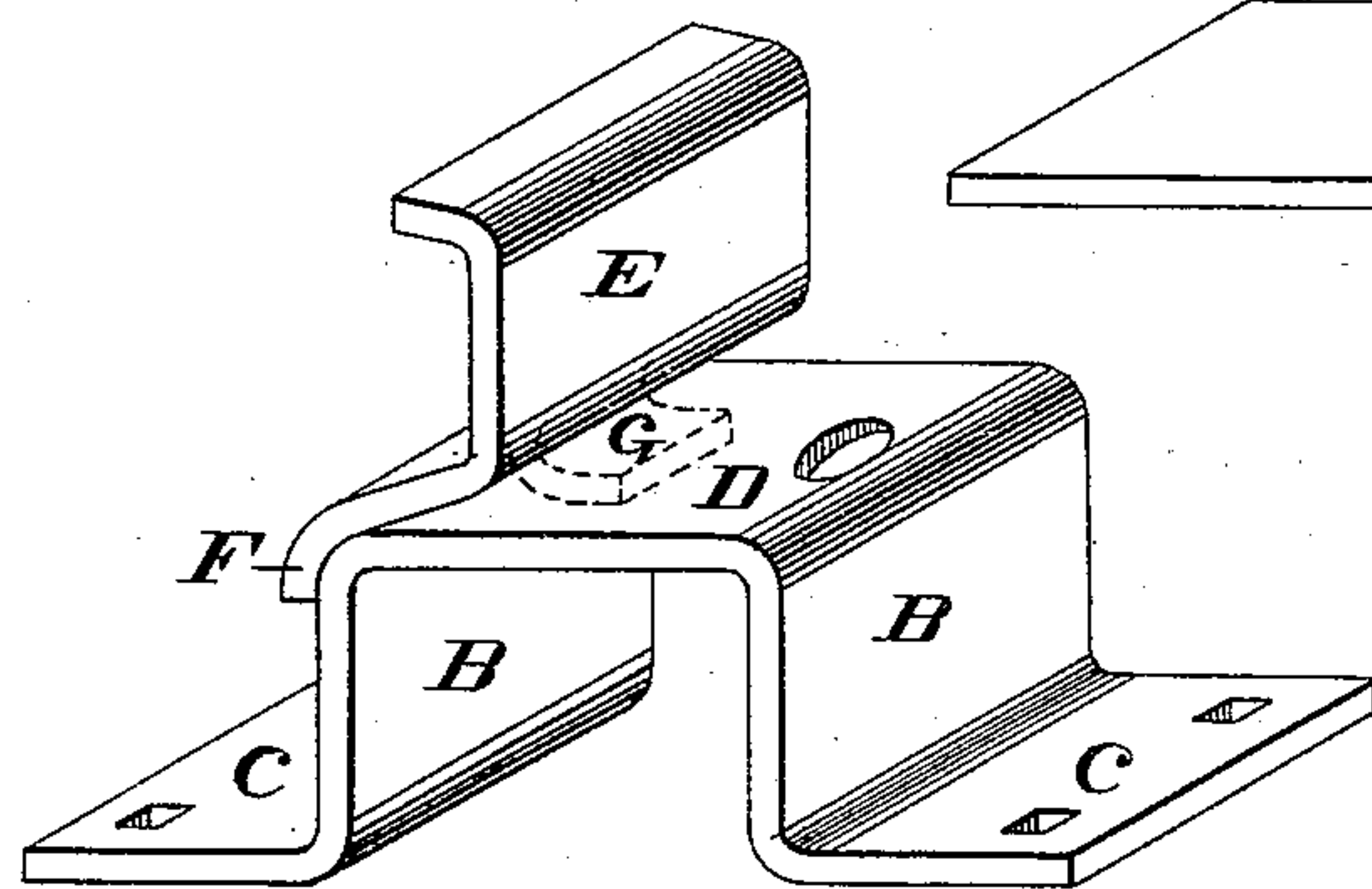


Fig. 4.

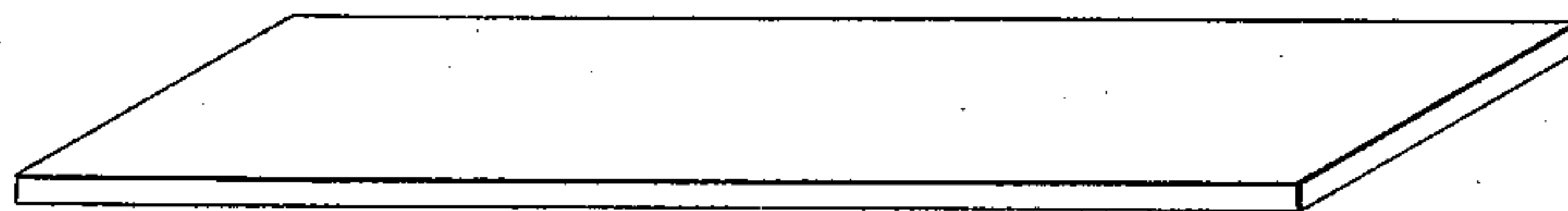


Fig. 5.

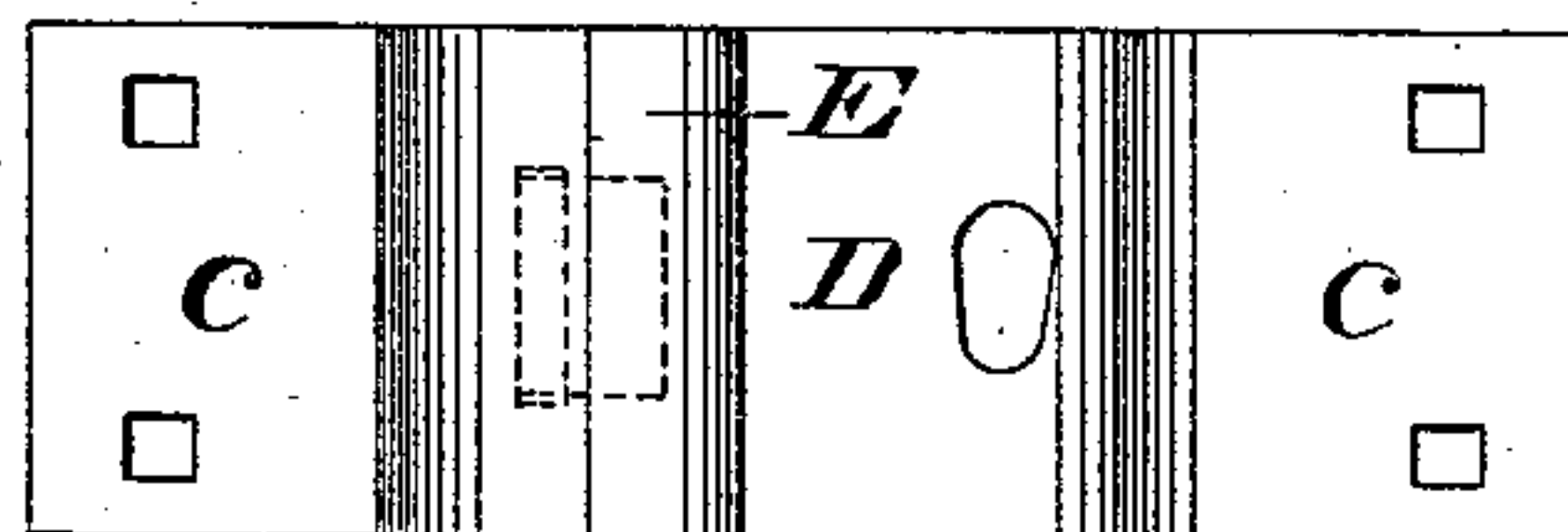


Fig. 3.

WITNESSES:

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# UNITED STATES PATENT OFFICE.

GEORGE MURRAY, OF JOHNSTOWN, PENNSYLVANIA, ASSIGNOR TO THE  
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## BRACE-CHAIR FOR RAILROAD-RAILS.

SPECIFICATION forming part of Letters Patent No. 478,806, dated July 12, 1892.

Application filed May 5, 1890. Serial No. 350,625. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE MURRAY, of Johnstown, in the county of Cambria and State of Pennsylvania, have invented a new and useful Brace-Chair for Railroad-Rails, which invention is fully set forth and illustrated in the following specification and accompanying drawings.

The object of this invention is sufficiently indicated by its title above given.

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 thereon. Fig. 2 is a side elevation of Fig. 1, looking from the left. Fig. 3 is a view in plan of the chair, the rail being omitted. Fig. 4 is a view of the chair in perspective, the rail being omitted. Fig. 5 is a view in perspective of a plate of metal out of which the main body of the chair may be formed.

In said figures the several parts are respectively indicated by letters of reference, as follows:

The letter A indicates the box portion of the chair proper, B B its vertical sides, C C its feet, and D the rail-seat.

The letter E indicates the brace portion of the chair, F F two outer portions of the brace overlapping the upper angle of the chair on one side, and G the clamping portion of the brace.

The chair is constructed as follows: A plate of metal—such as that shown in Fig. 5—is formed into the box portion of the chair. The brace portion E of the chair being forged or shaped with the tongue G, stamped away

from the other contiguous portions F F, said tongue is inserted through a hole in the rail-seat (shown in dotted lines in Figs. 1 and 3) and afterward bent upward to a bearing against the under side of the rail-seat D, thus firmly clamping the brace portion E to a part of the chair proper. Any suitable means may be employed for holding the rail on the side opposite to the brace portion E of the chair. A clip and key H are shown for this purpose in Fig. 1; but a bolt or a lug stamped out of the chair may be used, if desired.

It is evident that a greater or lesser number of the tongues F F G may be used for purposes of connection, as circumstances may require. If three only are used, the exterior tongues F F could be inserted through corresponding slots and bent to a bearing under the rail-seat, while the central tongue G could be bent over to secure the outside bearing.

I do not confine myself to the particular form of brace shown, as it is evident that its form may be varied to suit many forms of rails without departing from this invention, and it is also evident that the chair below its rail-seat may be greatly varied to suit various circumstances, as may be desired, without departing from this invention.

Having thus fully described my said invention, I claim—

A rail-chair having a rail-brace on one side provided with a tongue passing through a slot in the rail-seat and with an exterior tongue for lapping over one side of the chair.

GEORGE MURRAY.

Witnesses:

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