

(No Model.)

A. J. MOXHAM.
CHANNEL RAIL AND CHAIR.

No. 482,803.

Patented Sept. 20, 1892.

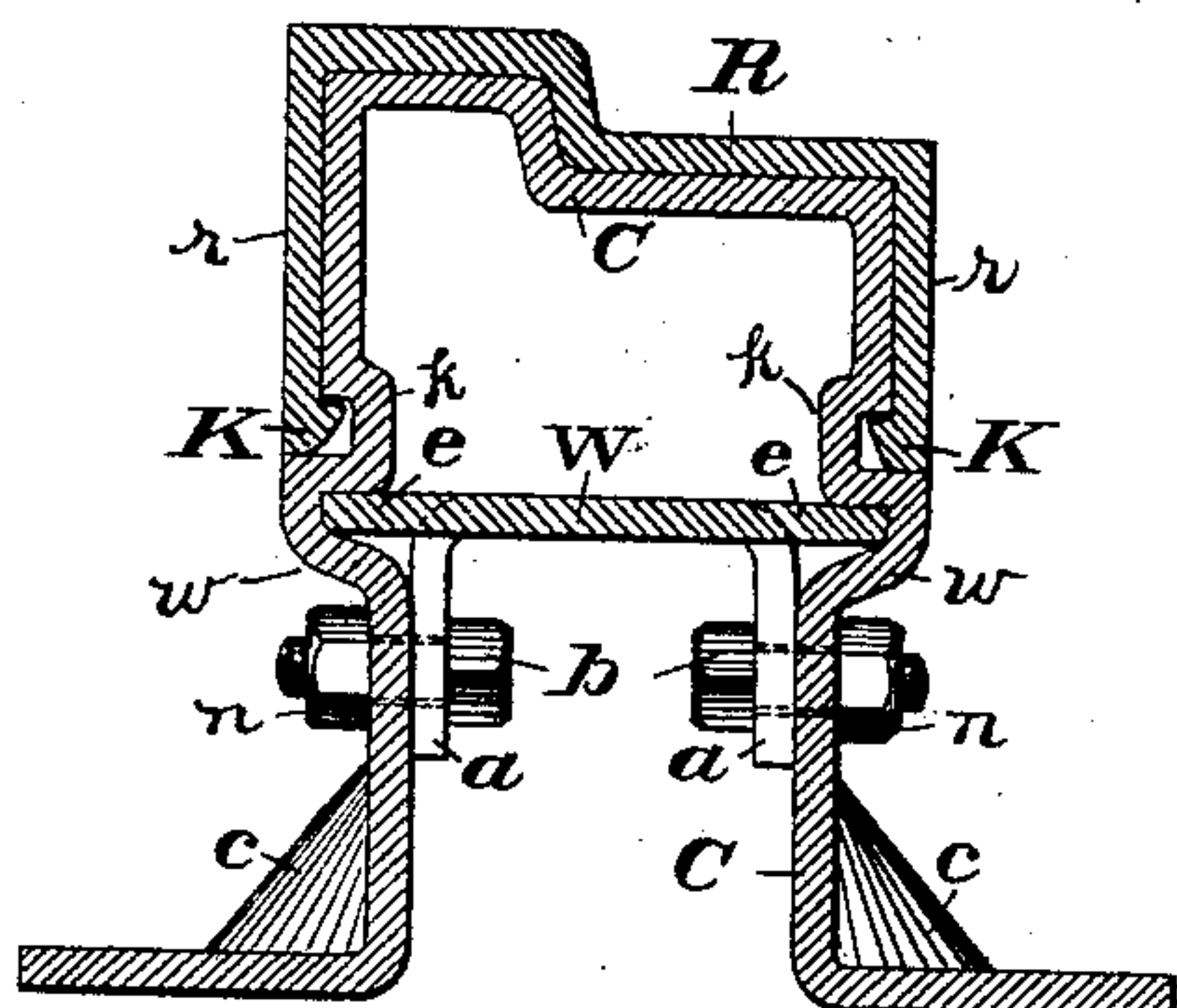


Fig. 1.

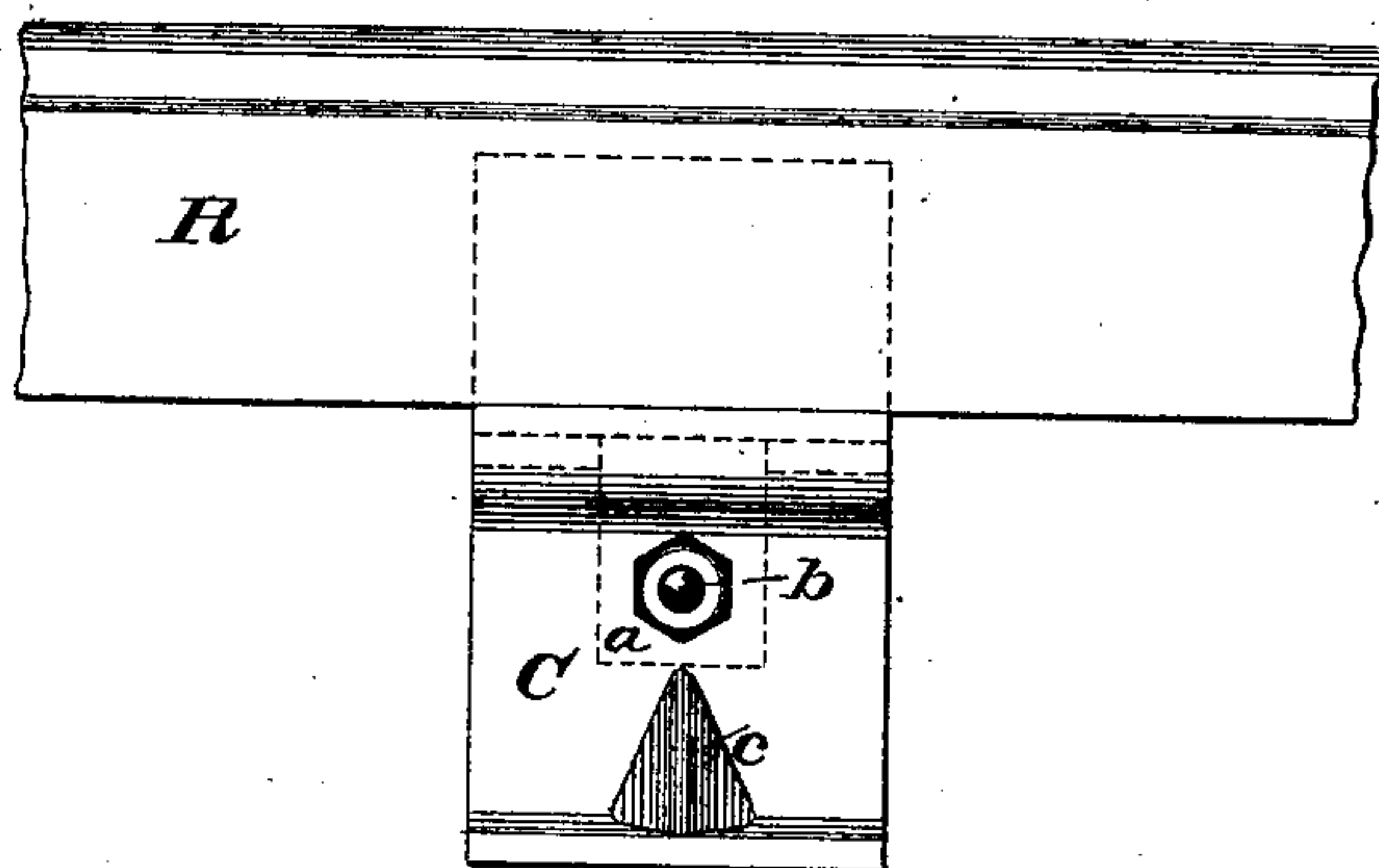


Fig. 2.

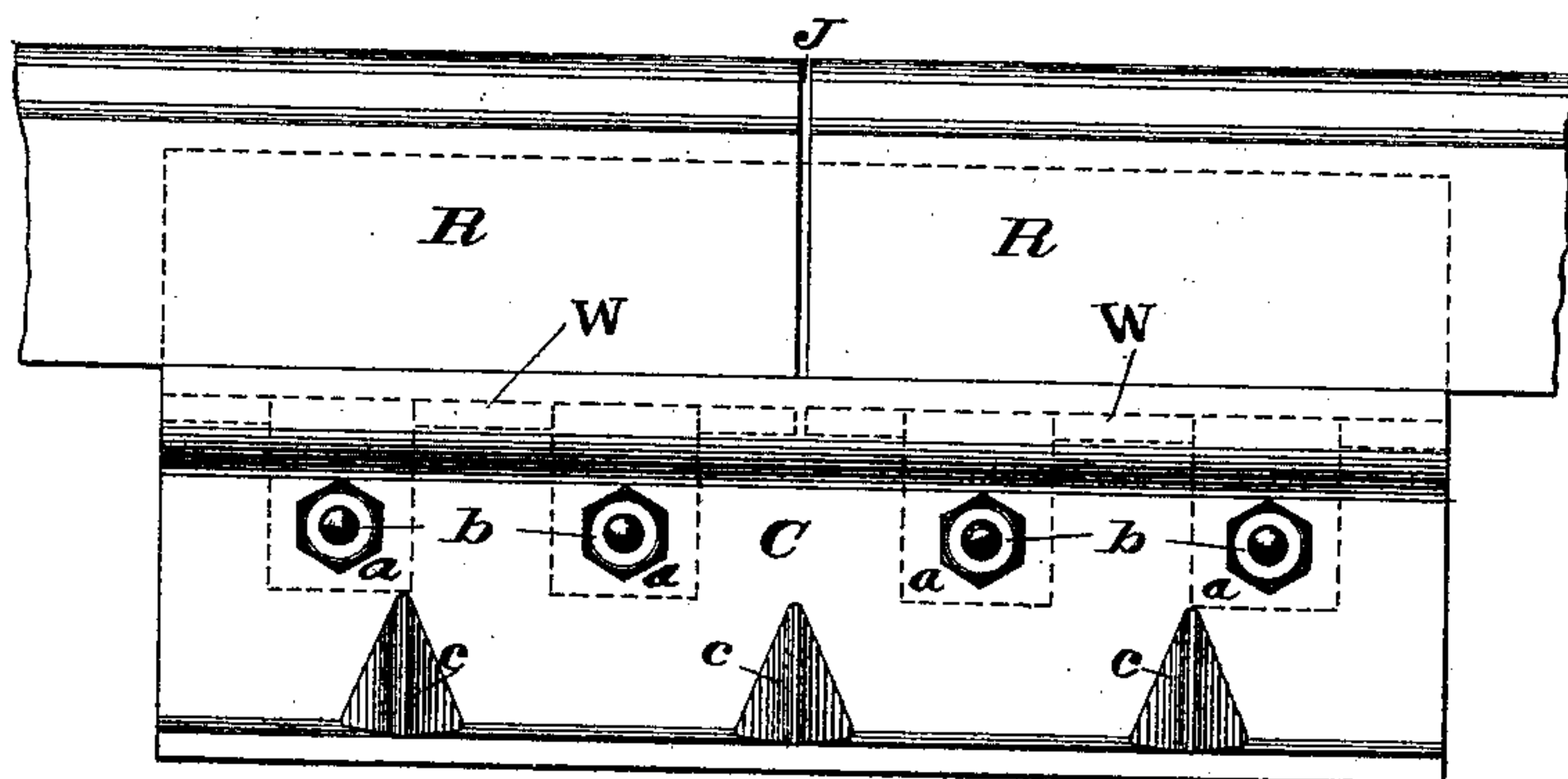


Fig. 3.

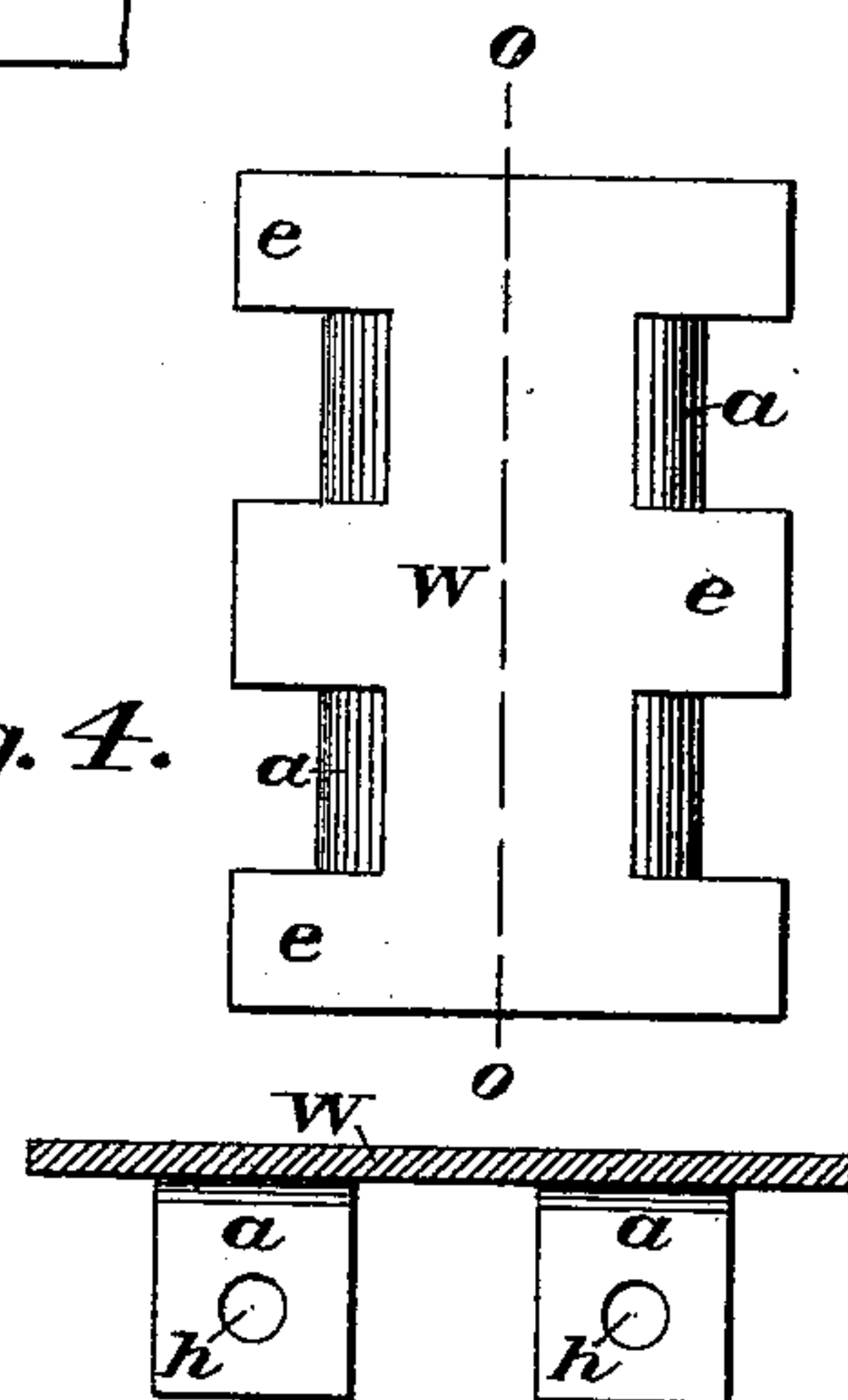


Fig. 4.

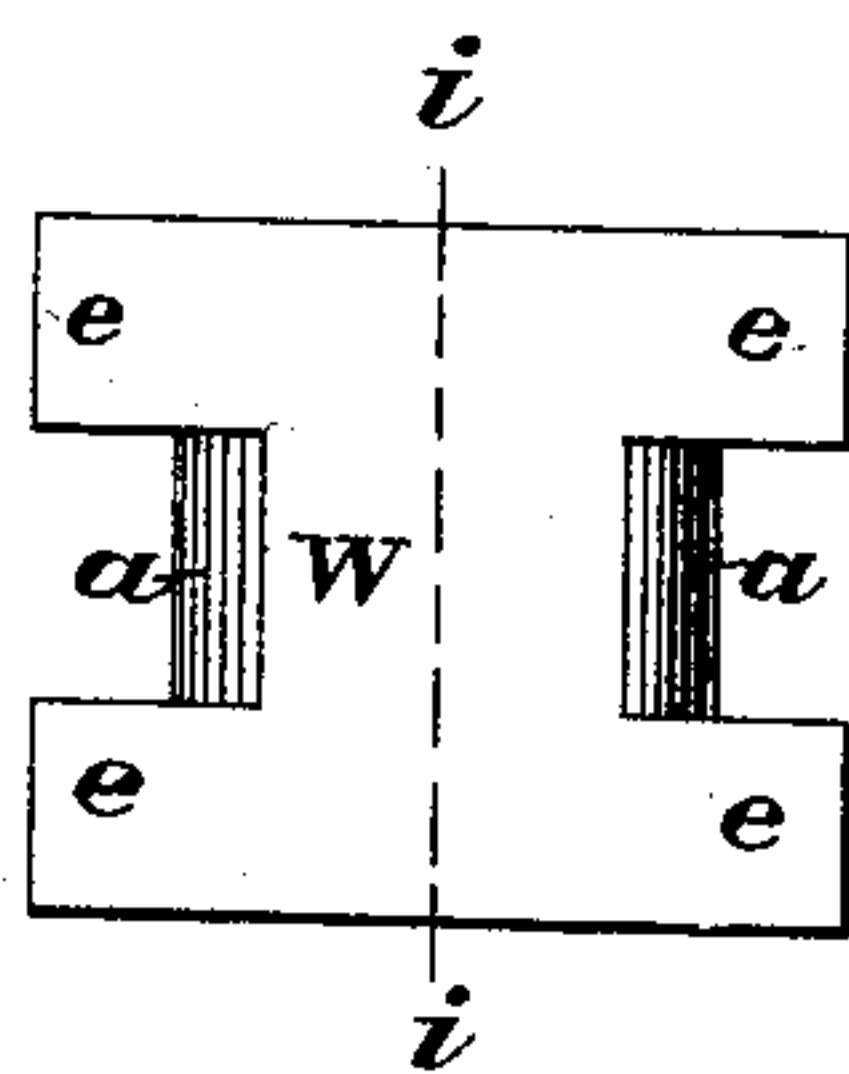


Fig. 5.

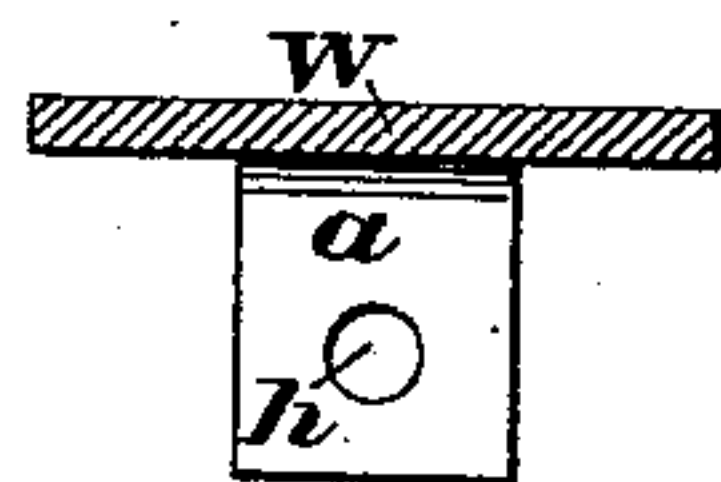


Fig. 6.

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ARTHUR J. MOXHAM, OF JOHNSTOWN, PENNSYLVANIA.

CHANNEL-RAIL AND CHAIR.

SPECIFICATION forming part of Letters Patent No. 482,803, dated September 20, 1892.

Application filed September 30, 1891. Serial No. 407,276. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR J. MOXHAM, of Johnstown, in the county of Cambria and State of Pennsylvania, have invented a new and useful Channel-Rail and Chair Therefor, which invention is fully set forth and illustrated in the following specification and accompanying drawings.

The object of this invention is to provide a railroad-rail and supporting-chair which, in addition to their peculiar forms, will offer no obstruction to the street-pavement.

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

In the accompanying drawings, Figure 1 shows the rail and chair in cross-section. Fig. 2 is a side elevation of Fig. 1, looking to the left. Fig. 3 is a side elevation of a rail-joint, showing the manner of connecting two contiguous rails by one of the chairs herein described. Fig. 4 is a view in plan showing a certain detail of construction hereinafter described. Fig. 5 is a vertical section taken through Fig. 4 at the line *o o*. Fig. 6 is a view in plan showing a modification of the construction shown in Fig. 4, hereinafter described. Fig. 7 is a vertical section taken through Fig. 6 at the line *i i*.

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

The letter R indicates a rail of channel form, having formed at the bottoms of its vertical webs *r* inwardly-extending lugs K K. The letter C indicates a supporting-chair, offset, as shown at *k*, to fit over the lugs K. Said chair is preferably shaped to fit under the head of the rail, as shown. The rail is secured to the chair in the following-described manner: At about the place where the chair is to be attached a portion of the lugs K, which offer an obstruction to the entry of the chair, is cut off, and the chair is then inserted and slid sidewise over those portions of said lugs which are not cut. If desired, however, instead of cutting the lugs as above described the chairs can be slid into place from the end of the rail. The chair having been properly located, the brace-plate W is then driven into place in the recesses in the sides of the chair,

forming seats *w* for said plate. Said brace-plate is constructed from a flat plate of metal, having lugs *a* stamped out of the same and bent downward, as shown in Figs. 4 to 7, inclusive, the unbent portions of said plate being indicated by the letter *e*. Said downwardly-bent lugs *a* are provided with holes *h*, through which holes and holes in the sides of the chair are passed bolts *b*, provided with nuts *n* on their ends, and by this means the plate W is firmly secured to the chair.

Figs. 6 and 7 show the brace-plate W intended for chairs of the ordinary size, such as shown in Fig. 2, there being in this case only two of the stamped-down lugs *a* provided; but when the chair is to be used as a joint-chair, as shown in Fig. 3, the length of the chair is increased and two brace-plates W are preferably used instead of one, each having four stamped-down lugs, as shown in Figs. 4 and 5.

If desired, hollow braces *c* may be stamped out on each side at the angle formed between the side of the chair and its foot for the purpose of imparting additional strength to the structure.

From the above description it is obvious that by forming the inwardly-extending lugs K on the rail and dispensing with outwardly-extending flanges the rail and its supporting-chair are rendered non-obstructive to the street paving. The bolts *b* do not protrude beyond the paving-line or sides of the chair, being located in the recesses formed under the seats *w*.

The chair shown may be varied in form without departing from my invention, provided it is adapted to clamp the inner lug K, formed on the rail.

Having thus fully described my said invention, I claim—

1. In combination with a railroad-rail of channel form provided with inner lugs on its vertical webs, a chair shaped to fit under the head of said rail and over said lugs.

2. In combination with a railroad-rail of channel form provided with inner lugs on its vertical webs, a chair offset to fit over said lugs and an interior brace-plate for said chair.

3. In combination with a railroad-rail of channel form provided with inner lugs on its

vertical webs, a chair offset to fit over said lugs and an interior brace-plate for said chair seated in recesses formed in the sides thereof.

4. In combination with a railroad-rail of
5 channel form provided with inner lugs on its vertical webs, a chair offset to fit over said lugs and a brace-plate for said chair provided with lugs, as *a*.

5. In combination with a railroad-rail of
10 channel form provided with inner lugs on its

vertical webs, a chair offset to fit over said lugs and a brace-plate having stamped-out lugs, as *a*, secured to said chair by bolts passing through said stamped-out lugs and the sides of the chair.

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Witnesses:

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