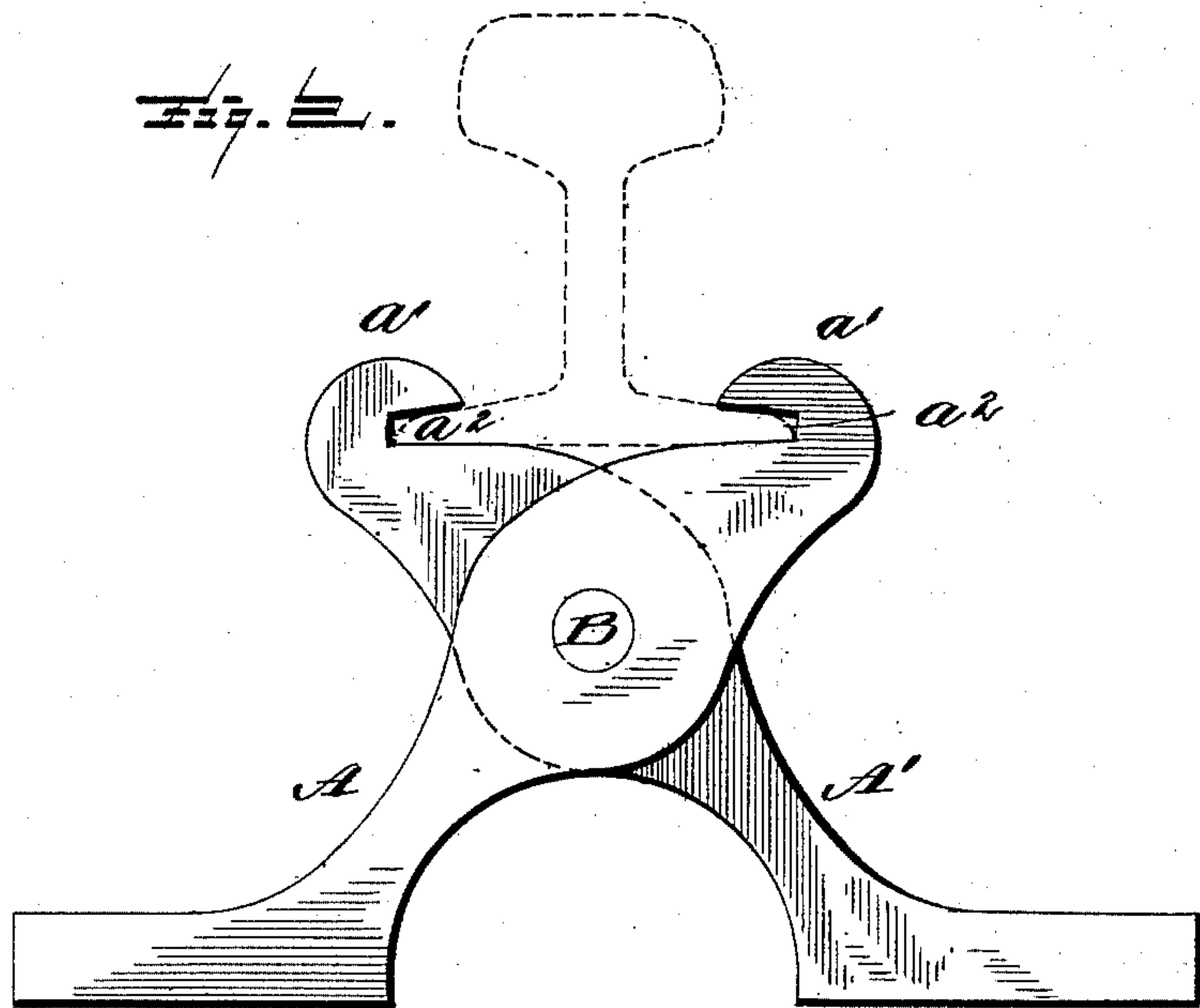
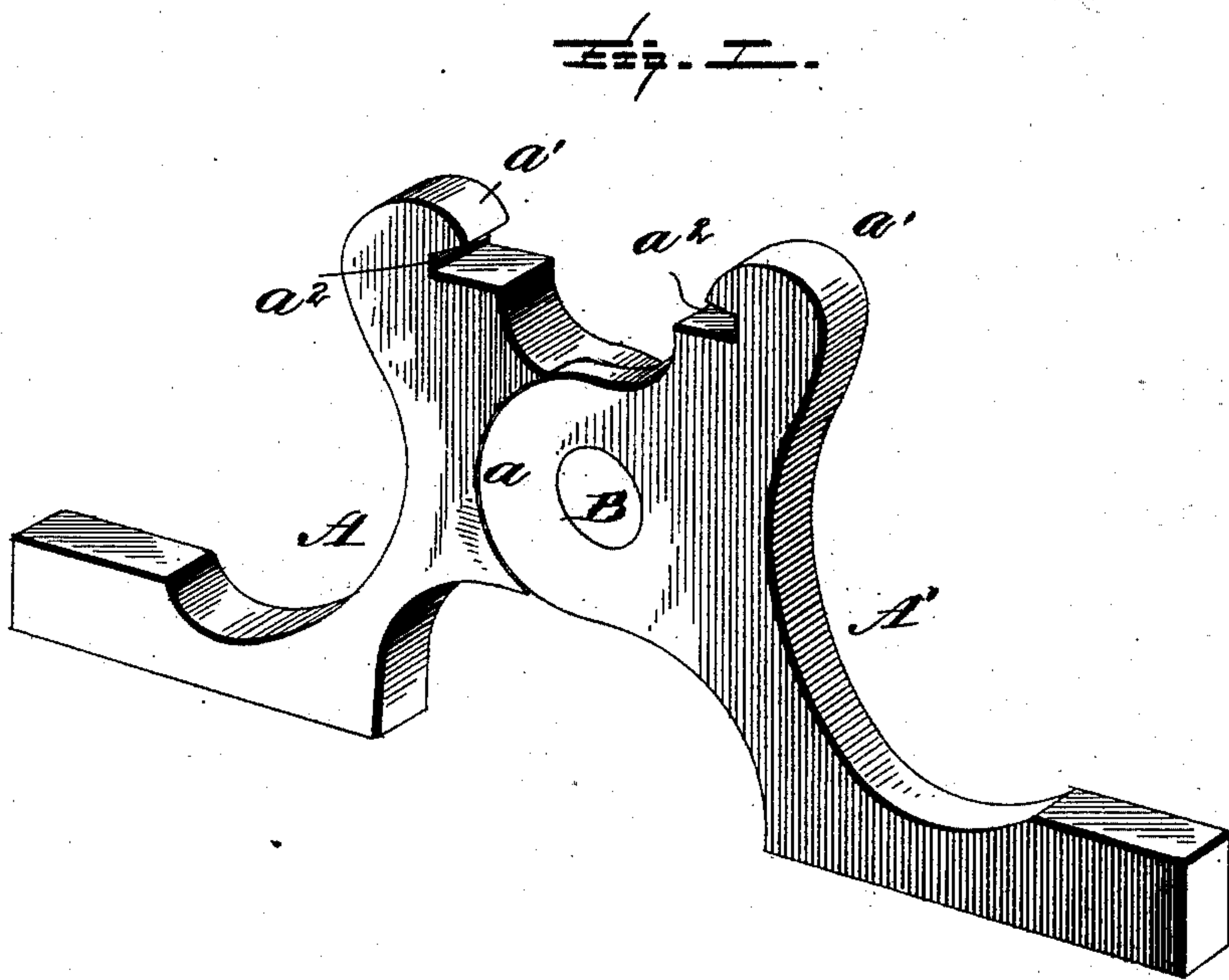


(No Model.)

B. N. PAYNE.
RAILWAY CHAIR.

No. 485,298.

Patented Nov. 1, 1892.



Witnesses
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UNITED STATES PATENT OFFICE.

BENJAMIN N. PAYNE, OF ELMIRA, NEW YORK.

RAILWAY-CHAIR.

SPECIFICATION forming part of Letters Patent No. 485,298, dated November 1, 1892.

Application filed October 3, 1891. Serial No. 407,608. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN N. PAYNE, a citizen of the United States, residing at Elmira, in the county of Chemung, State of New York, have invented certain new and useful Improvements in Railway-Chairs, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain new and useful improvements in railway-chairs; and it has for its object, among others, to provide a chair which shall embody strength and durability with cheapness of manufacture, ease of application, and which shall be capable of sufficient adjustments to meet all the necessary requirements. I form the chair of two substantially-like parts connected by a pivot, upon which they are movable in a manner similar to a pair of tongs. Heretofore a chair has been formed of two sections connected together by a mortise and tenon. The parts or jaws are thus weakened. Provision is not made for adjustment. The chair cannot be readily applied. The jaws are brought directly opposite each other, which is obviously not so desirable a construction as where the jaws are arranged to bear upon the flange of the rail otherwise than in the same plane. The above objections are obviated by my construction.

Other objects and advantages of the invention will appear in the following description, and the novel features will be particularly pointed out in the claims.

The invention is clearly shown in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a perspective view of my improved chair. Fig. 2 is an end view of a slightly-modified form, showing in dotted lines a rail clamped therein.

Like letters refer to like parts where they occur.

Referring now to the details of the drawings by letter, A and A' designate the two parts of the chair, which are pivotally connected together by means of a pivot B. In the form shown in Fig. 1 these two parts are halved together, as shown, each part having a rounded portion *a* fitted to a correspondingly-shaped recess in the other. The upper ends of the parts A A' terminate in hooked jaws *a'*, hav-

ing the undercut recesses *a*² for the reception of the flange of the rail.

In the form shown in Fig. 2 the parts A and A' are pivoted by means of a pivot B and are provided with hooked jaws *a'*; but the two parts A A', instead of being halved out, as in the form shown in Fig. 1, are arranged side by side, so as to throw the jaws in different planes in grasping the flange of the rail, instead of opposite each other, whereby I attain a firmer and stronger grip upon the rail, and the bearings being at two different points there is less liability of the rail being moved.

The pivotal connection between the parts permits of ready application or removal of the chair, and also permits of ready adjustment to accommodate it to varying widths of thicknesses of the flanges. It can be manufactured at a minimum cost, is strong and durable, and in practice has proved most efficient for the purposes for which it is designed.

The characteristic features of my present invention are as follows: First, a longer arm below the pivot in each plate and a shorter portion above the pivot; second, a hook restricted to the edge of the base and having no contact whatever with any portion above the base, and, third, a bearing on the bottom of the base at points between the web and the termination of the upper end of the hook, whereby the bight of the hook at the edge and top and on the bottom of the base, together with the proportions of the plate above and below the pivot, gives such a leverage and grip as to relieve the pivot from any undue strain, so that the portion which heretofore has carried the entire load is relieved in this regard and has simply the function of keeping the plates side by side.

While the invention is not restricted to the plates being struck up by dies, still that is the preferable method of making them, and when thus made they can be manufactured at a minimum expense. The plates may be formed with a strengthening web or rib.

What I claim is—

1. A railway-chair consisting of two similar plates pivoted to each other side by side with a shorter portion above the pivot and a longer portion below the pivot and each plate terminating at its upper end in a hook constructed and arranged to embrace the edge of the base

of a rail and terminating at a distance from the web and its under surface extended to form a bearing on the bottom of the base of a rail at points between the web and the end
5 of the hook above the base, substantially as described.

2. A railway-chair consisting of two similar plates pivoted to each other side by side and each terminating at its upper end in a hook
10 constructed and arranged to embrace the edge of the base of a rail and terminating at a dis-

tance from the web and having its under surface extended to form a bearing on the bottom of the base of a rail at points between the web and the end of the hook, substantially as
15 described.

In testimony whereof I affix my signature in presence of two witnesses.

BENJAMIN N. PAYNE.

Witnesses:

THEO. R. COOKE,
JOHN H. RIEGER.