

(No Model.)

C. H. EARLE.
RAILWAY CHAIR.

No. 503,835.

Patented Aug. 22, 1893.

Fig. 1.

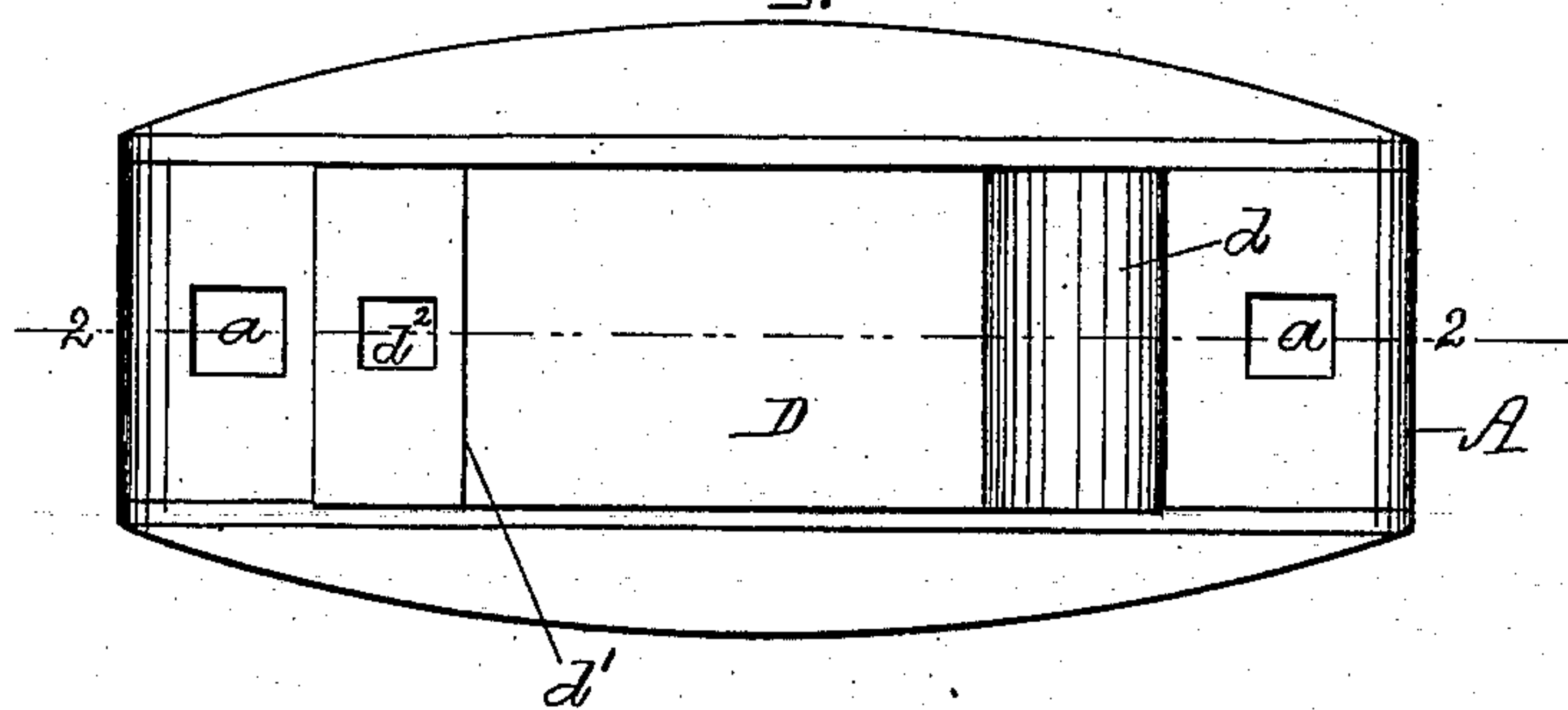


Fig. 2.

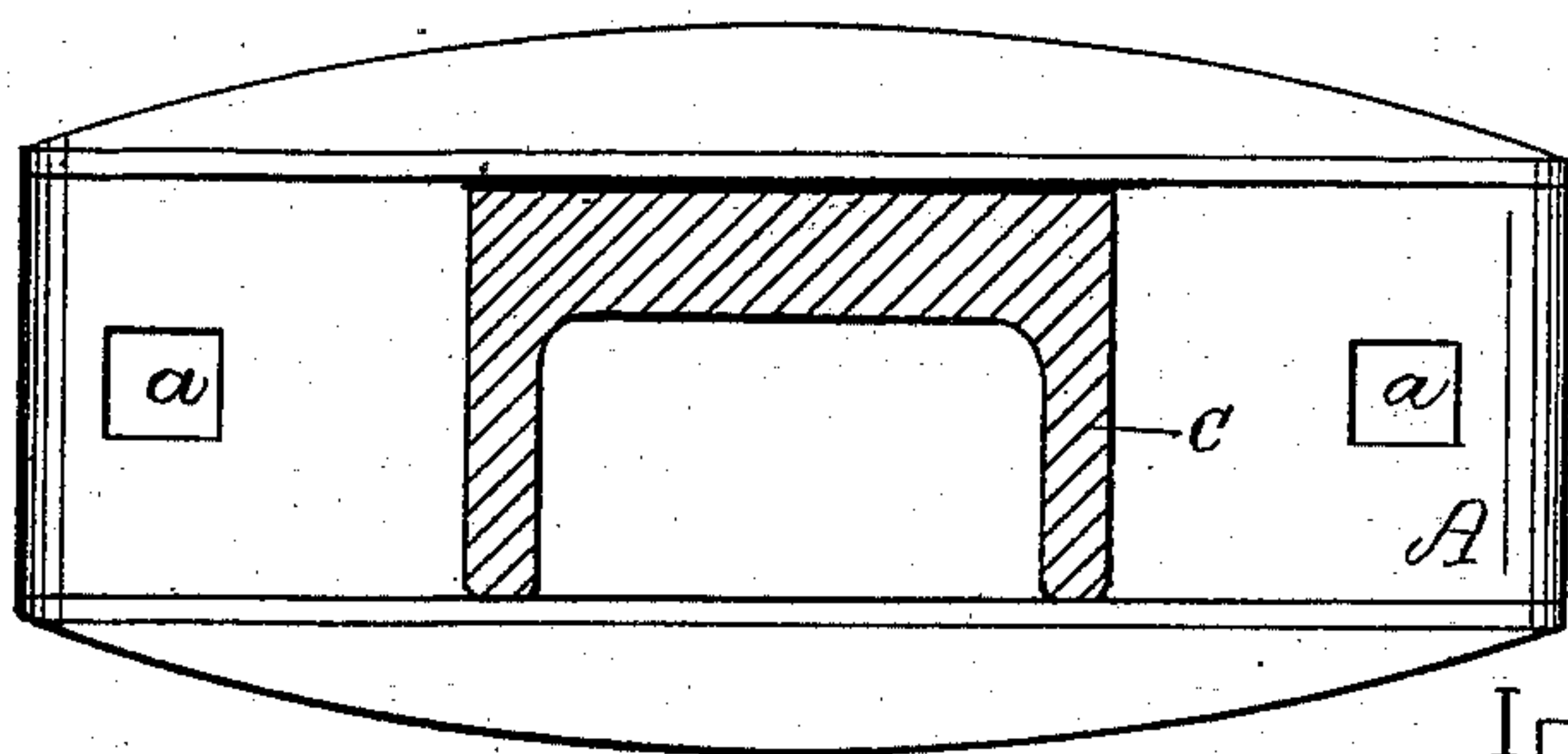
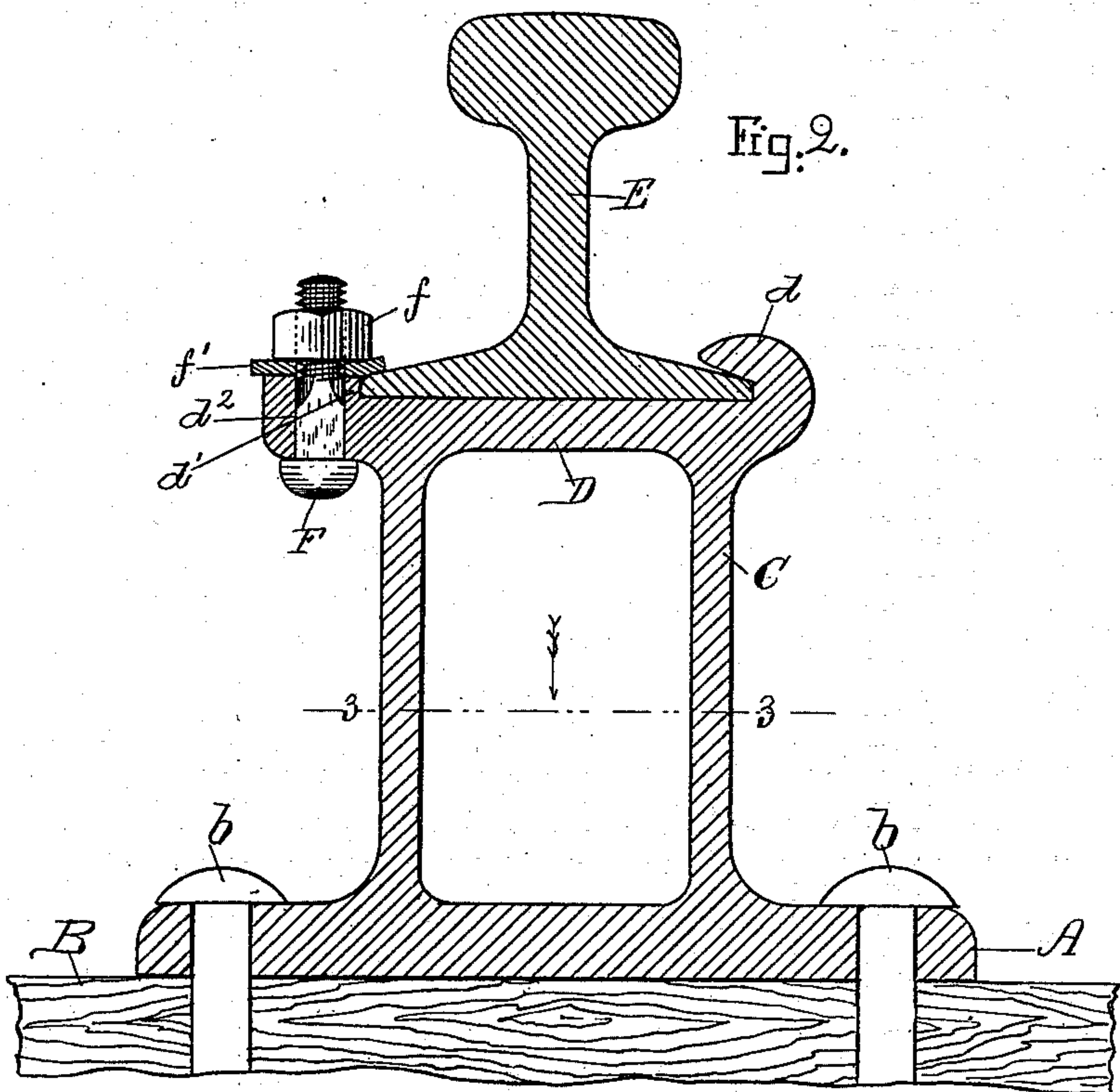


Fig. 3.

Witnesses.

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his atty.

UNITED STATES PATENT OFFICE.

CHARLES H. EARLE, OF SALEM, MASSACHUSETTS, ASSIGNOR TO ALONZO H. SMITH, OF SAME PLACE.

RAILWAY-CHAIR.

SPECIFICATION forming part of Letters Patent No. 503,835, dated August 22, 1893.

Application filed July 15, 1892. Serial No. 440,090. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. EARLE, a citizen of the United States, and a resident of Salem, in the county of Essex and State of Massachusetts, have invented new and useful Improvements in Railway-Chairs, of which the following, taken in connection with the accompanying drawings, is a specification.

This invention relates to improvements in railway chairs and it is particularly well adapted for rail-roads going through paved streets or roads although it may be used for general tramway purposes if so desired.

The invention is carried out as follows, reference being had to the accompanying drawings, wherein—

Figure 1 represents a top plan view of the improved railway chair. Fig. 2 represents a vertical section on the line 2—2 in Fig. 1, showing a rail secured in position to the chair; and Fig. 3 represents a horizontal section on the line 3—3 shown in Fig. 2.

Similar letters refer to similar parts wherever they occur on the different parts of the drawings.

A represents the base of the chair which is secured to the tie B by means of spikes *b, b*, going through perforations *a, a*, in the base A as shown in the drawings.

In one piece with the base plate A is cast the vertical pillar C, which is preferably L shaped in section as shown in Fig. 3 so as to combine great strength and lightness. The upper end of the pillar C terminates as a rail support D having on one side a lip *d* adapted to receive the edge of the base of the rail E as shown in Figs. 1 and 2. Opposite to the lip *d* the rail support D has a vertical shoulder or off-set *d'* adapted to serve as a stop to prevent a lateral movement of the rail. Out-

side of said shoulder or off-set *d'* is a vertical perforation *d''* through the rail support D which serves to receive the headed screw bolt F by means of which and a nut and washer *f, f'*, the base of the rail is secured firmly to the railway chair.

In practice I prefer to arrange the fastening bolt F with the nut *f* on its upper end, but this is not essential as the position of the said bolt or nut may be reversed so as to place the head of the bolt on top of the rail base, and its nut on the under side of the rail support D without departing from the essence of my invention.

This improved railway chair is very simple in construction, light and strong, and it is admirably adapted for securing a rail to it in a simple and effectual manner.

Having thus fully described the nature, construction, and operation of my invention, I wish to secure by Letters Patent and claim—

A railway chair consisting of a hollow L-shaped pillar C having at its bottom the flanged base piece A and formed integral at its top with the hook *d* and the vertical off-set *d'* opposite the hook, in combination with the rail E resting on the pillar and engaging the hook and the offset, and the bolts F passing through the said offset and provided with washers which extend over the base of the rail, substantially as and for the purpose described.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, on this 11th day of July, A. D. 1892.

CHARLES H. EARLE.

Witnesses:

ALBAN ANDRÉN,
ALICE A. PERKINS.