(No Model.)

G. A. BARTHOLOMEW.

RAILWAY CHAIR.

No. 527,926. Patented Oct. 23, 1894.

Fig. 1

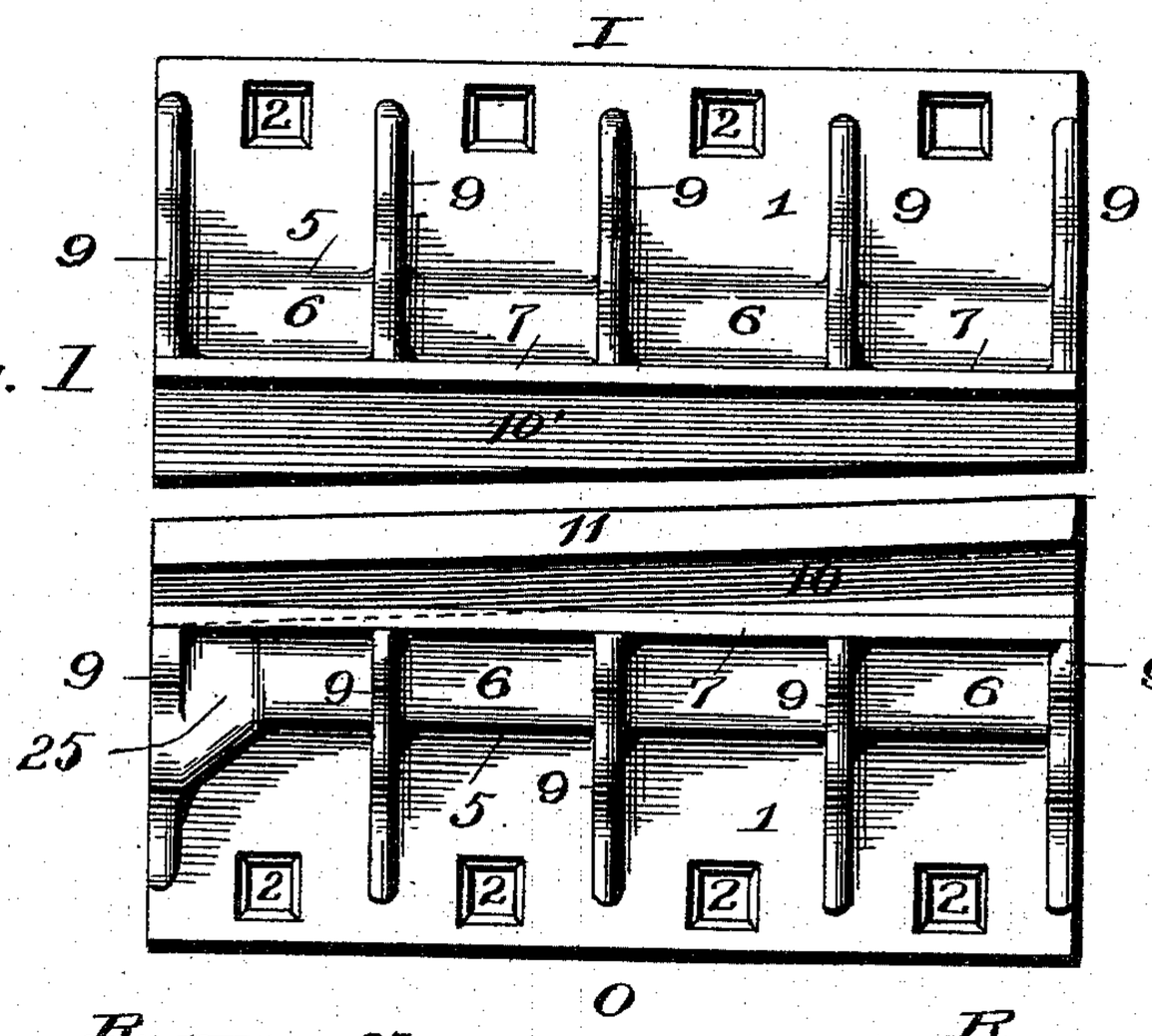


Fig. 2.

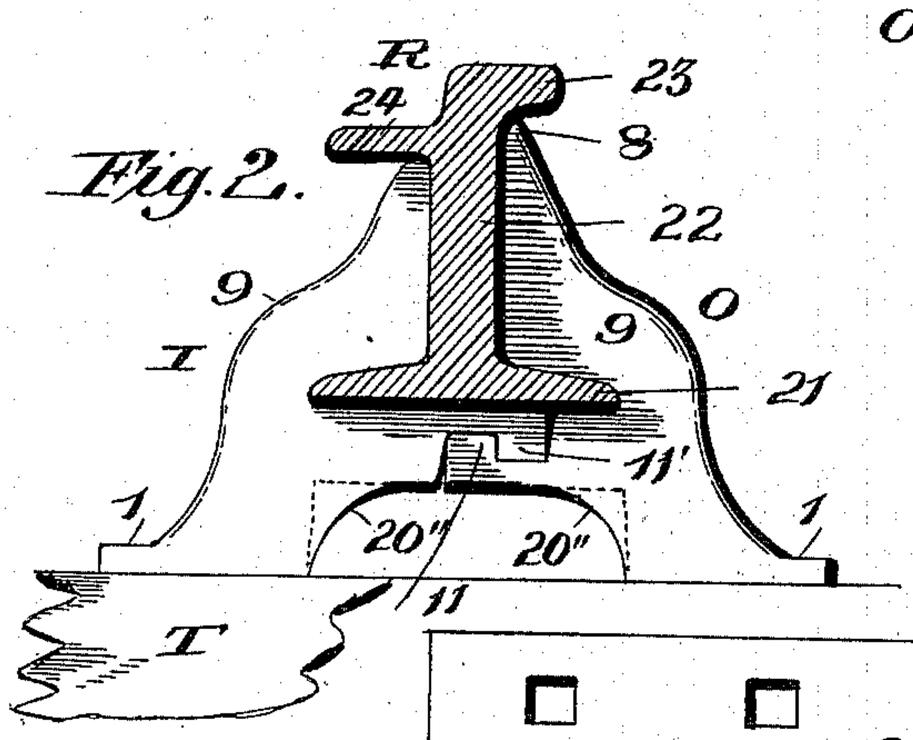


Fig. 4.

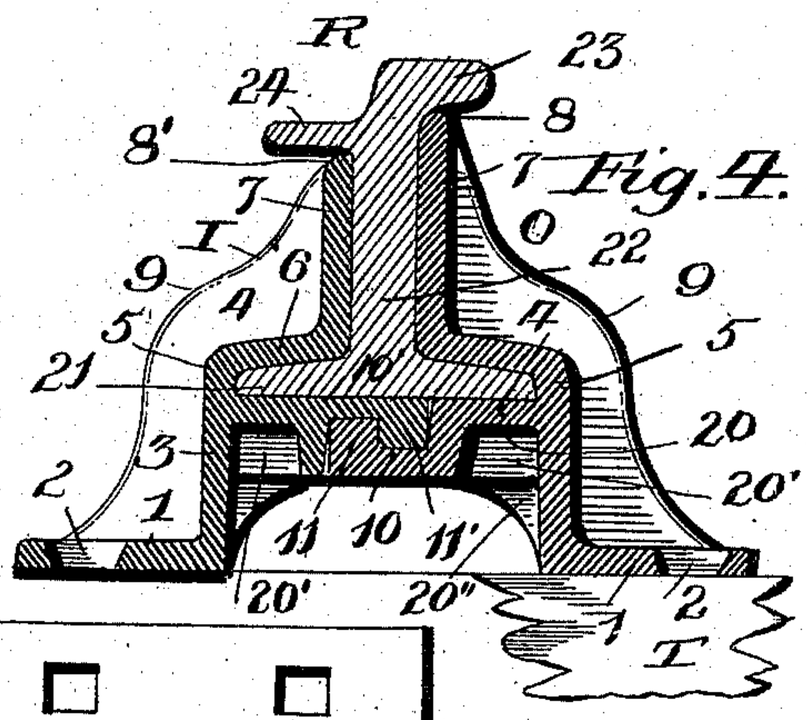
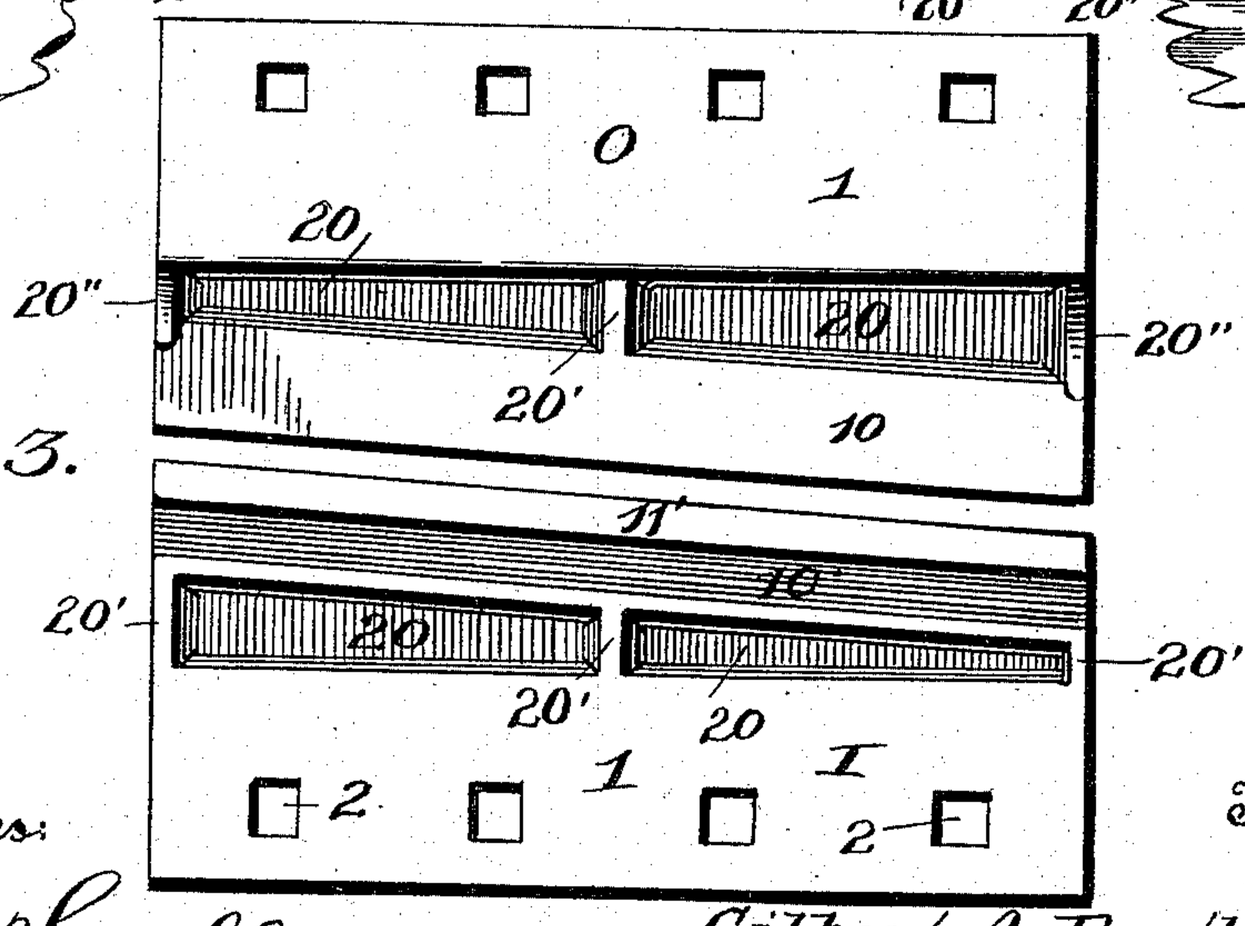


Fig. 3.



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UNITED STATES PATENT OFFICE.

GILBERT A. BARTHOLOMEW, OF MAUMEE, OHIO.

RAILWAY-CHAIR.

SPECIFICATION forming part of Letters Patent No. 527,926, dated October 23, 1894.

Application filed July 7, 1894. Serial No. 516,803. (No model.)

To all whom it may concern:

Be it known that I, GILBERT A. BARTHOLOMEW, a citizen of the United States, and a resident of Maumee, Lucas county, State of Ohio, have invented certain new and useful Improvements in Railway-Chairs, and my preferred manner of carrying out the invention is set forth in the following full, clear, and exact description, terminating with claims, particularly specifying the novelty.

This invention relates to railways, and more especially to the chairs which are employed to connect and support meeting ends of the rails of street tracks, although the same is applicable to any other form of rail; and the object of the same is to produce certain improvements on the rail-joint patented to me on October 17, 1893, by Patent No. 506,899.

To this end the invention consists in the railway chair hereinafter more fully described and claimed, and as illustrated in the drawings, wherein—

Figure 1 is a plan view of the two members of this chair slightly separated. Fig. 2 is an end elevation of the members locked together around the rail, which is shown in section. Fig. 3 is a bottom plan view of the members slightly separated. Fig. 4 is a central cross section through the two members when locked upon the rail.

In the said drawings, the letter R designates the rail which is preferably of the shape shown and comprises a base 21, an upright web 22, a raised ball 23, and a flat tread 24; although, as previously stated, any rail could be used whose cross section adapted it for the purpose.

The letters I and O designate respectively the inner and outer members of my improved railway chair, the former standing at the inner side of the rail and the latter at the outer side; and these members are substantial duplicates of each other except in the particulars hereinafter noted, and are preferably made of malleable castings about as shown. That is to say, each member has a flat foot piece 1 adapted to rest on the tie T and provided with a number of holes or notches 2 for the passage of the spikes which are to secure the member to said tie. From the inner edge of said foot piece the body 3 rises vertically for a short distance and then projects inwardly in a horizontal base 4 passing under the base 21 of the rail, while the body itself is continued slightly higher as at 5, then extends inwardly in a clamp 6 passing over the base 21 of the rail, and finally rises in an upright 7 standing alongside the web 22 of the rail with the upper edge 8 of the outer member O resting under the ball 23 of the rail and the upper edge 8′ of the inner member I resting under the tread 24 of the rail.

9, 9 are a series of strengthening webs, preferably about five in number on each member, which webs extend from the upper edge of the member down outside the upright, the clamp, and the body, and out over the foot piece as shown—these webs being formed integral with the various parts mentioned and serving the purpose of strengthening them so as to hold the upright always at the proper angle with the foot piece.

The means which I preferably employ for connecting the two members with each other are the same as set forth in my previous patent above mentioned, and may be briefly described as follows: The base of the outer member O is formed with a narrow tongue 10 projecting horizontally from its lower edge and turned upward as at 11; and the base of the inner member I is provided with a similar tongue 10′ projecting horizontally from its upper edge and turned down as at 11′ so as to form a groove into which the upturned edge 11 of the tongue 10 can pass. These edges and the groove are set slightly oblique to the length of the two members as seen in Fig. 1 so that if the tongue and groove are caused to engage and the outer member O then moved until it stands opposite the inner member, the two members will be drawn toward each other so that their uprights 7 will be clamped tightly against the web 22 of the rail, after which said members can be spiked to the tie to prevent their separation.

The under faces of the bases 4 of the two members are preferably hollowed out as at 20 for the sake of lightness and to save metal, though it is advisable to leave at least three ribs 20′ extending across this part, one at each end and one at the center; and it may also be found advisable to form webs 20″ be-

neath the endmost ribs to connect the lower faces of the bases with the inner faces of the uprights, as best seen in Fig. 2.

In assembling the parts of this improved chair and locking them upon the meeting ends of two rails, the latter are first placed within the two members and the members then moved upon the rails so that the inner member I can be spiked to the tie and the joint between the rail ends will be about opposite the center of this member. The outer member O is then slid along under the rails until its upright 7 commences to pinch against the webs 22. A sledge hammer is then employed, and by driving upon the proper end of this outer member the latter can be forced along to a position opposite the inner member when the rails will be tightly clamped between the uprights, after which this member is also spiked to the tie. As such driving might injure a weak casting, I prefer to form or mold a heavy lug 25 just inside the end web 9 at the driving end of the outer member as seen in Fig. 1, and this lug resists the strain thrown upon such member in the act of driving. All parts may be of the desired sizes, proportions, and materials, and such changes in the specific details may be made as do not depart from the essential principles of my invention.

What is claimed as new is—

1. The herein described railway chair consisting of two members, each comprising a horizontal foot piece for attachment to the tie, a body rising from the inner edge of the foot piece, a base projecting from the body beneath the rail, a clamp projecting from the body above the base of the rail, an upright rising from the clamp against the web of the rail, and strengthening webs on the outer faces of all said parts; and means substantially as described for connecting the bases of the two members, as and for the purpose set forth.

2. The herein described railway chair consisting of two members, each comprising a horizontal foot piece for attachment to the tie, a body rising from the inner edge of the foot piece, a base projecting from the body beneath the rail, a clamp projecting from the body above the base of the rail, an upright rising from the clamp against the web of the rail, and strengthening webs on the outer faces of all said parts; combined with a tongue projecting inward from the lower edge of the base of one member and turned up along its edge, and a tongue projecting inward from the upper edge of the base of the other member and turned down along its edge so as to form an interlocking tongue and groove on the two members, said tongue and groove being set oblique to the longitudinal line of said members, as and for the purpose set forth.

3. The herein described railway chair consisting of two members, each comprising a horizontal foot piece for attachment to the tie, a body rising from the inner edge of the foot piece, a base projecting from the body beneath the rail, a clamp projecting from the body above the base of the rail, an upright rising from the clamp against the web of the rail, strengthening webs on the outer faces of said parts at the ends of each member and at points between its ends, and a driving lug formed integral with one end web on the outer face of one member; combined with a tongue projecting inward from the lower edge of the base of one member and turned up along its edge, and a tongue projecting inward from the upper edge of the base of the other member and turned down along its edge so as to form an interlocking tongue and groove on the two members, said tongue and groove being set oblique to the longitudinal line of said members, as and for the purpose set forth.

4. The herein described railway chair consisting of two members, each comprising a horizontal foot piece for attachment to the tie, a body rising from the inner edge of the foot piece, a base projecting from the body beneath the rail, means for connecting said bases, and a clamp projecting from the body above the base of the rail; the base of each member being hollowed out on its under side for the sake of lightness with the exception of a strengthening rib at each end and at the center of the length of the member, and a strengthening web connecting the lower face of the base with the inner face of the body at each end of each member, as and for the purpose set forth.

In testimony whereof I have hereunto subscribed my signature on this the 5th day of July, A. D. 1894.

GILBERT A. BARTHOLOMEW.

Witnesses:

W. H. JUNKINS,

M. J. SANFORD.