

No. 641,523.

Patented Jan. 16, 1900.

L. LESHER.
COMBINED CHAIR AND RAIL BRACE.

(Application filed May 31, 1899.)

(No Model.)

Fig. 1.

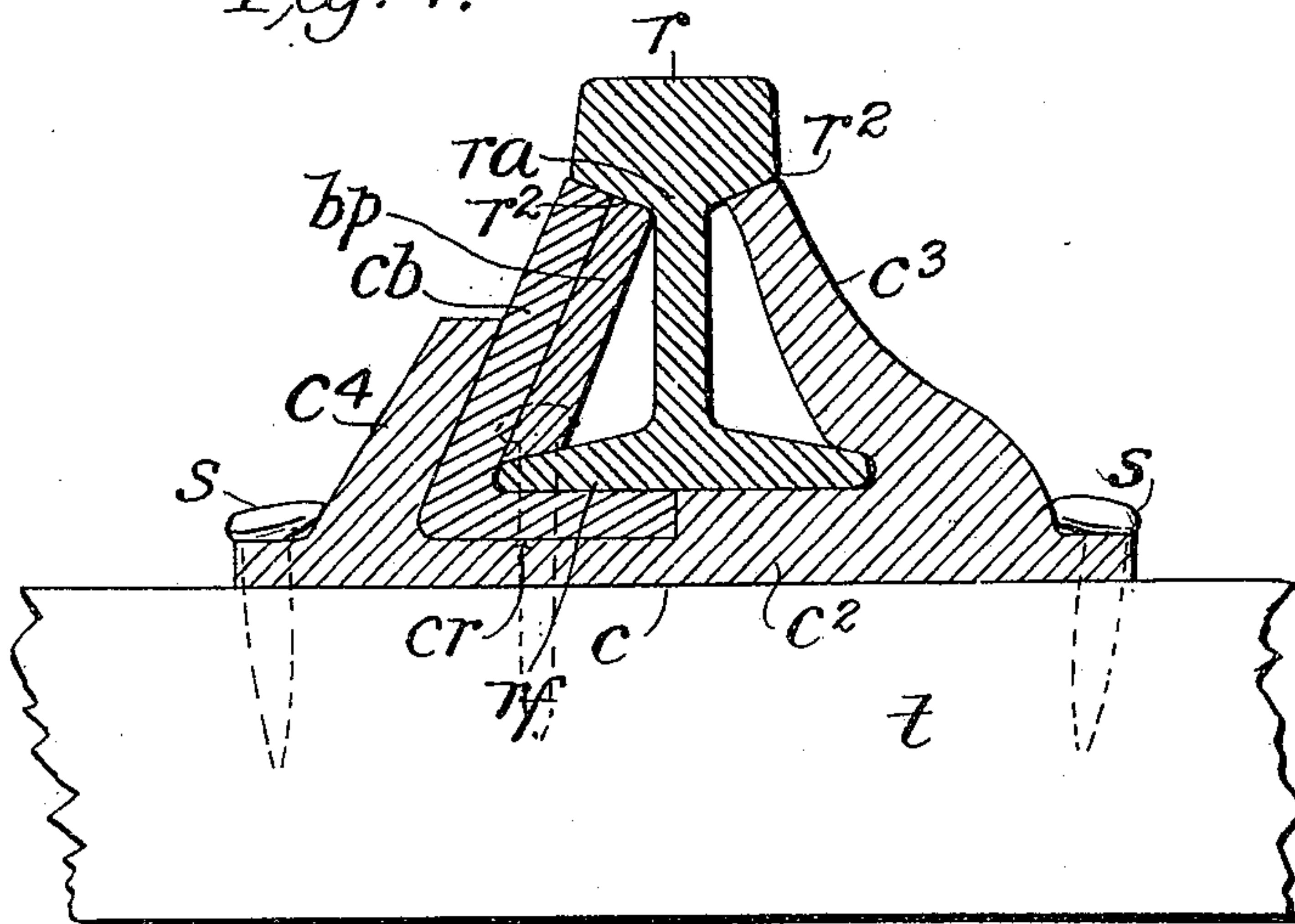


Fig. 2.

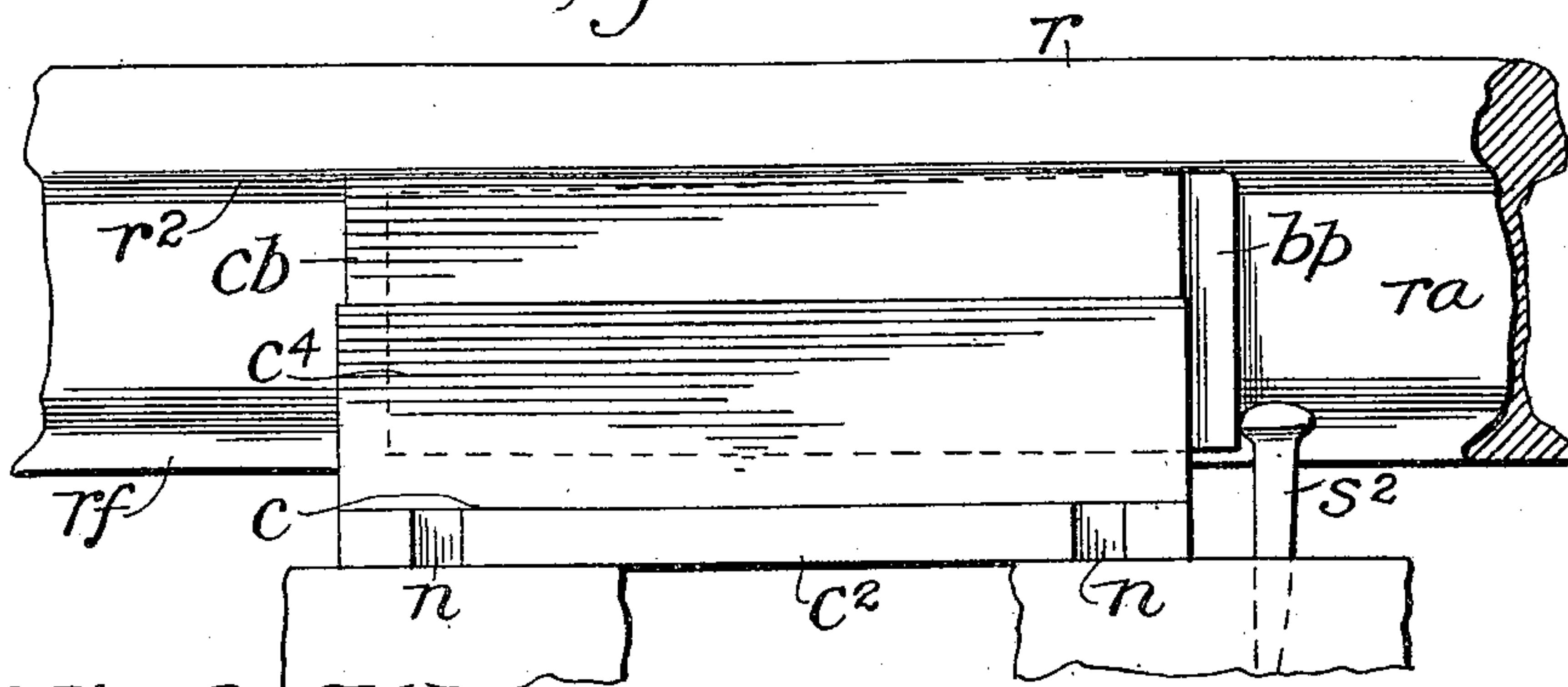
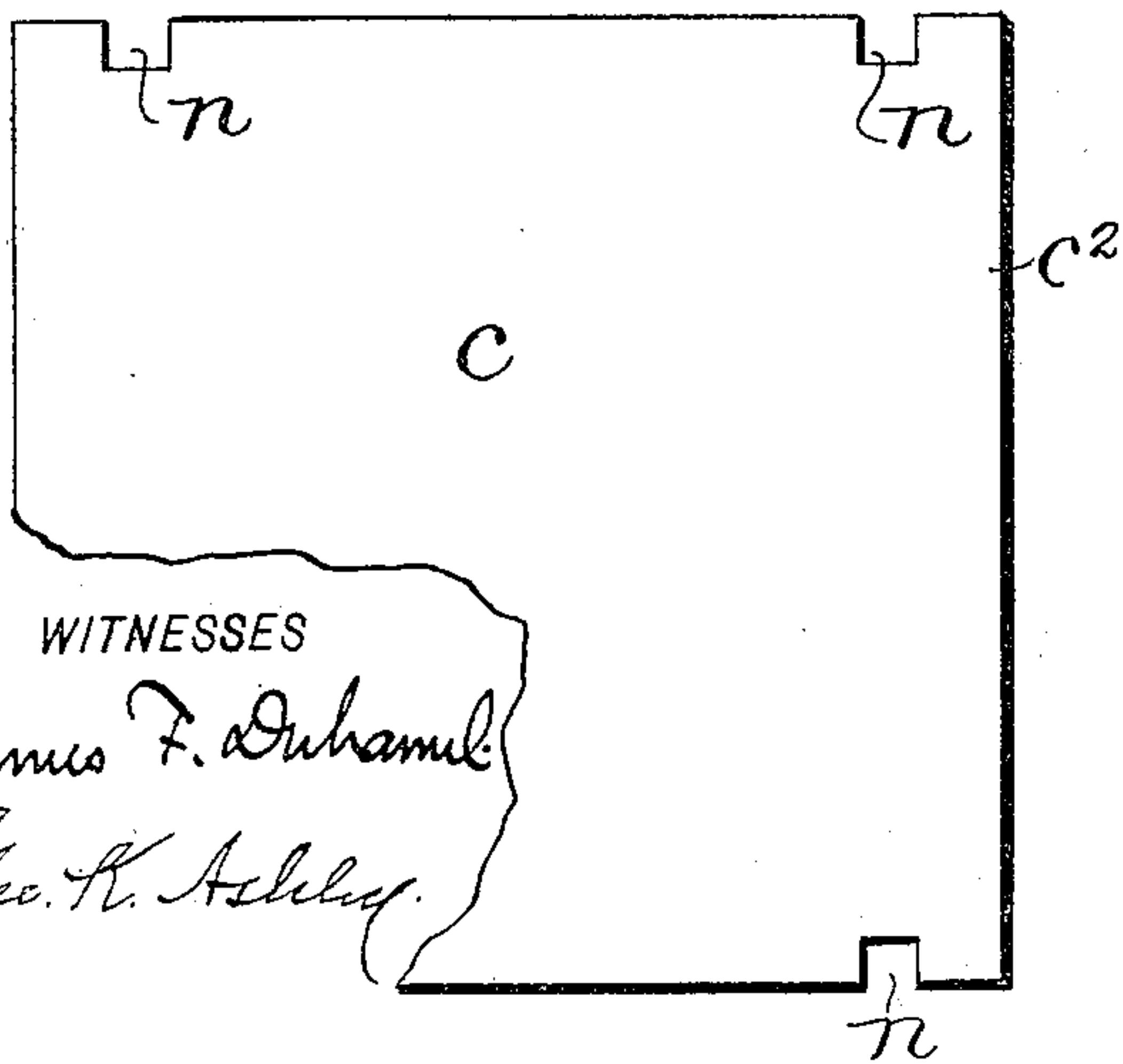


Fig. 3.



WITNESSES

James F. Duhamel
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LEWIS LESHER, OF TAMAQUA, PENNSYLVANIA, ASSIGNOR OF ONE-HALF TO
CHARLES E. CHRIST, OF SAME PLACE.

COMBINED CHAIR AND RAIL-BRACE.

SPECIFICATION forming part of Letters Patent No. 641,523, dated January 16, 1900.

Application filed May 31, 1899. Serial No. 718,858. (No model.)

To all whom it may concern:

Be it known that I, LEWIS LESHER, a citizen of the United States, and a resident of Tamaqua, in the county of Schuylkill, in the State of Pennsylvania, have invented a new and useful Combined Chair and Rail-Brace, of which the following is a full and correct description.

The invention relates to a means for securing a railway-rail in place upon its support, for maintaining such rail in its place when adjusted, and for bracing it in its upright position to resist lateral pressure, whether inward or outward, upon the tread of the rail.

The invention combines a rail-chair, receiver, or seat which by its lower portion is received upon the rail-ties, which is longitudinally open to receive the opposite ends of two contiguous rails, which at its sides has flanges which extend upwardly and inwardly toward the tread of the rail, and which in its bottom portion has at one side an angular recess, an angular brace-plate which in one portion is adapted to the bottom recess and which by its opposite extremity extends to or nearly to the shoulder of the rail, and a flat bar or tightening-plate which outwardly bears against the inner face of the angular brace-plate and by its upper and lower edges, respectively, bears against the shoulder of the rail and against the flange of the rail.

In the accompanying drawings, which constitute a part of this specification, Figure 1 represents a fragment of a railway tie or sleeper, upon which is a chair or rail-receiver, within which is a railway-rail, and novel bracing and securing appliances. Fig. 2 is a side elevation of the parts represented in Fig. 1. Fig. 3 is a bottom plan view of the seat or receiver.

As will be seen in Fig. 1, the chair or rail-receiver *c*, which, like the other portions of the superstructure, is composed of suitable metal, has a flat oblong base or bed-plate *c*², which at one side has an upwardly and inwardly extending brace or flange-plate *c*³, which rises to the height of and bears against the shoulder *r*² of the tread *r* of the rail *ra*, while at its opposite side it has a similar marginal flange *c*⁴, which is similarly inclined, but is of less vertical extent, and does not

rise to the height of the brace-plate *c*³ and does not come in direct contact with the tread *r* of the rail. A recess *cr*, Fig. 1, is provided at one side in the top of the base or bed-plate *c*² to receive the horizontal lower portion of an insertible transversely L-shaped block or brace *cb*, which when in place within the marginal flange *c*⁴ is in contact or nearly in contact with the coincident shoulder *r*² of the rail *r*. A brace block, bar, or plate *bp*, which in practice is by preference slightly tapered from its rear toward its front extremity, when in position bears by its lower edge within the acute angle of the block or brace *cb* and also against the flange *rf* and against the shoulder *r*² of the rail *ra*, thereby producing a firm bearing, one upon another, of all the parts of the rail and its receiver.

In laying down a track a series of chairs or receivers when in place are secured in line by means of spikes *ss*, which are driven into the ties *t*, engaging with the notches *nn* in the margin of the bed-plate. The slightly-tapered wedge-plate or brace-plate *bp* being then driven home longitudinally of the rail and of the block or brace *cb*, a spike *s*², as seen in Figs. 1 and 2, is driven into the tie behind and in contact with the rear extremity of such brace-plate to prevent displacement thereof.

The invention having been thus described, what is claimed is—

1. A track-rail; a chair or rail-receiver which at one side has an upwardly and inwardly extending flange, which flange at its base directly engages the flange of the rail, and which bears against the shoulder of the rail, which chair at its opposite side has a corresponding flange which extends toward the opposite shoulder of the rail, and which chair on such opposite side has a horizontal recess; an angular brace-plate which in one portion is adapted to the recess in the receiver and constitutes with the receiver a flat bearing for the flange of the rail; and a slightly-tapered bar or brace-plate which is insertible longitudinally, and which bears against the angular brace-plate, against the flange of the rail, and against the shoulder of the rail; in combination, substantially as described and shown.

2. A track-rail; a rail chair or receiver which is flat in its base or lower portion, and is recessed in such portion, which is upturned or inwardly and upwardly extended, to constitute a retaining-flange which bears against the corresponding shoulder of the rail, and which at its opposite side is upturned and extended, in a like direction, but to a lesser extent, to form a secondary retaining-flange; an angular holder block or bar, within the recess and within the secondary flange; and a slightly-tapered flat brace or bar, within the angle of the angular holder-bar, bearing

against the flange of the rail at the bottom, and bearing against the shoulder of the rail at the top; in combination, substantially as shown and described. 15

In testimony whereof I have hereto affixed my signature, in presence of two subscribing witnesses, at Tamaqua, this 10th day of March, 1899. 20

LEWIS LESHER.

Witnesses:

JOHN F. WAGNER,
EMANUEL F. BROSIUS.