No. 656,827. Patented Aug. 28, 1900.

W. H. PLEWMAN & J. GRAHAM.

CHAIR FOR RAILWAYS.

(Application filed Feb. 15, 1900.)

(No Model.) 3 Sheets—Sheet 1.

Fig. 1.

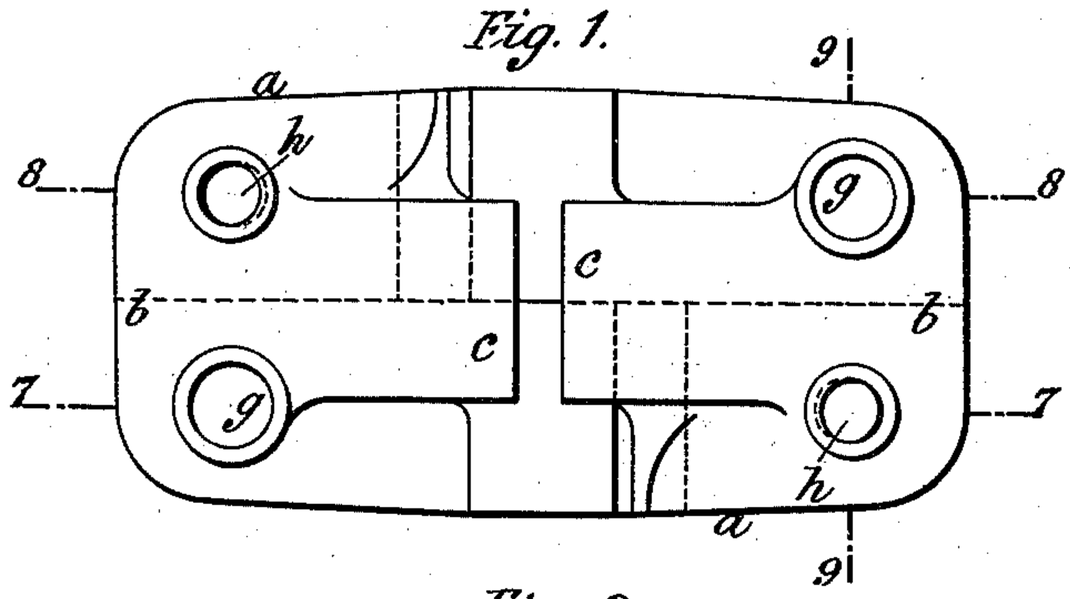


Fig. 2.

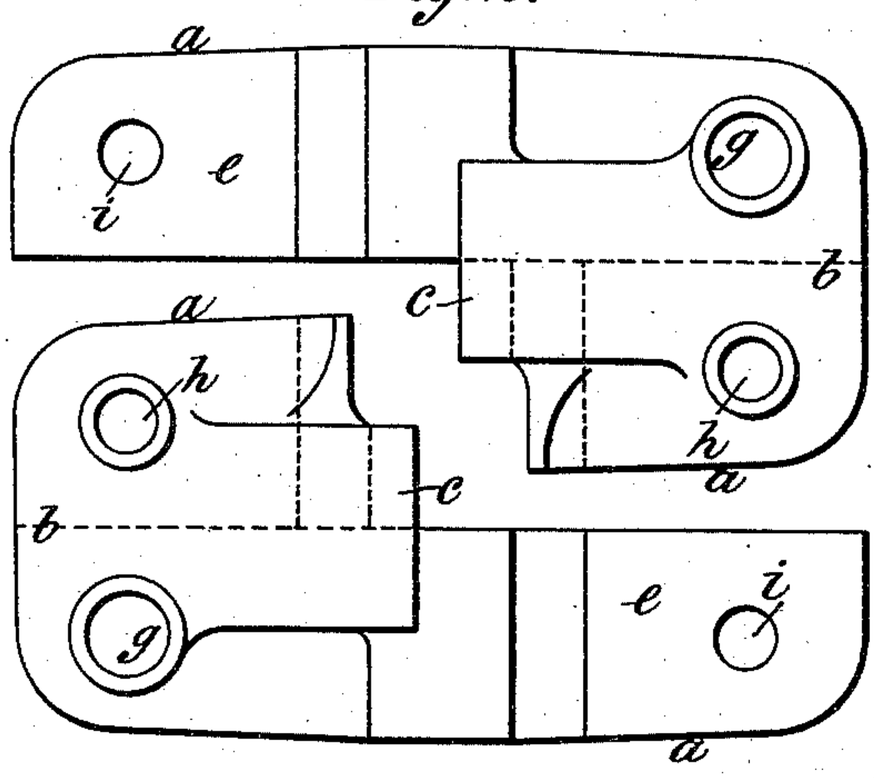


Fig. 3.

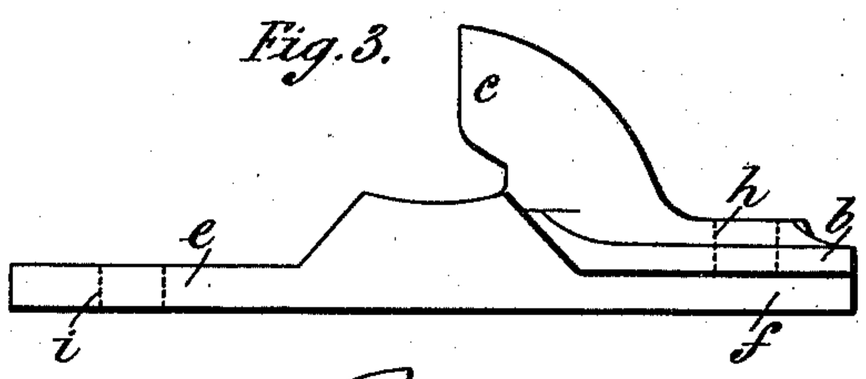
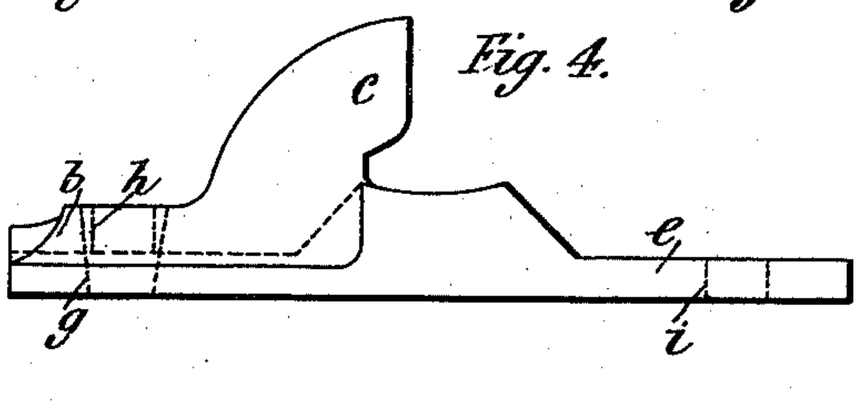


Fig. 4.



Witnesses
Ed. Bullock
Walter Percy Dubbs.

Inventors
William H. Plewman &
John Graham
By their Attorneys
Baldwin Davidson & Wylie

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(No Model.) 3 Sheets—Sheet 2.

Fig. 5.

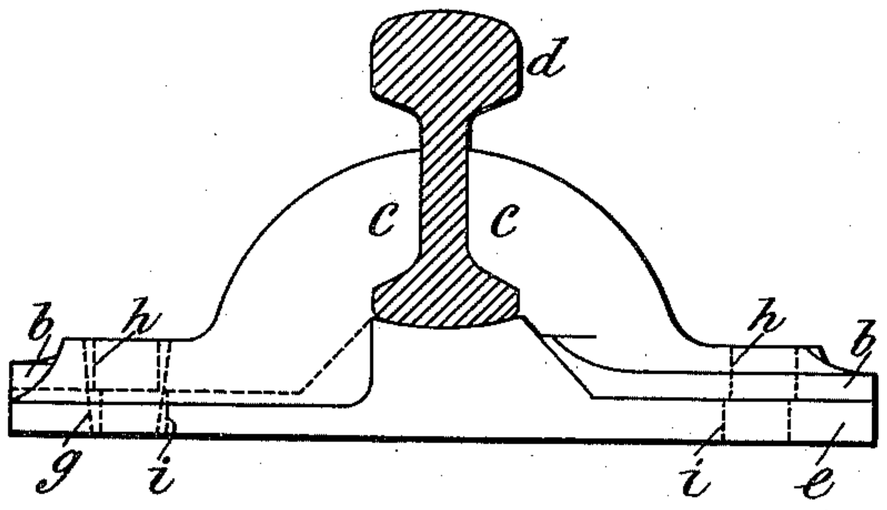


Fig. 6.

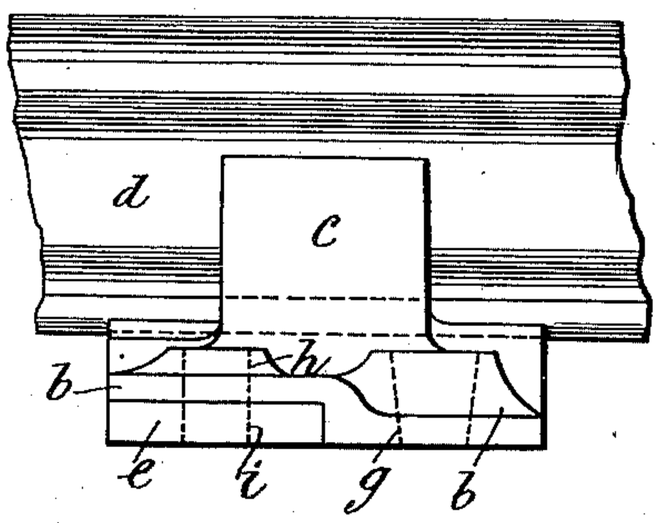


Fig. 7

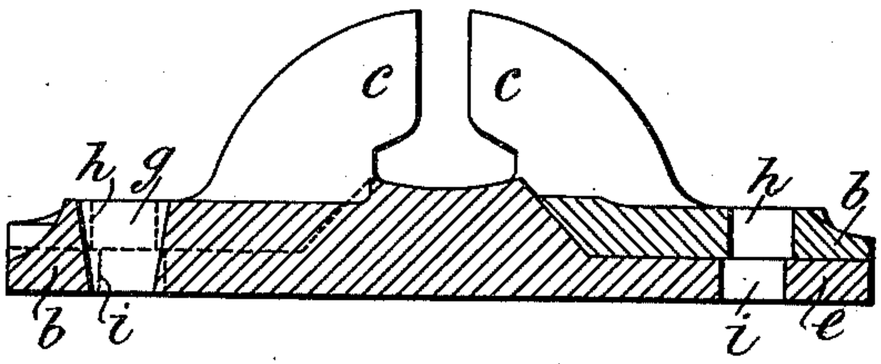


Fig. 9.

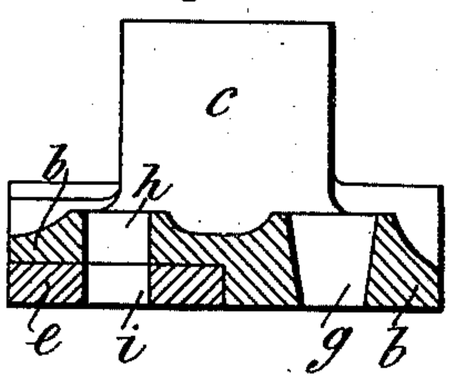
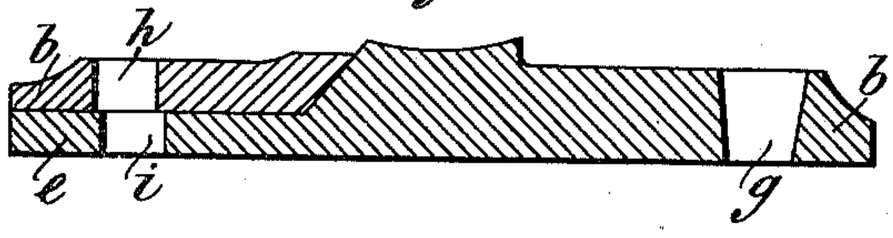


Fig. 8.



Witnesses.

E. A. Bullock.

Walter Reeve Dubois.

Inventors.

William H. Plewman &
John Graham
By their Attorneys
Baldwin Davidson & Wright

No. 656,827. Patented Aug. 28, 1900.

W. H. PLEWMAN & J. GRAHAM.

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Fig. 10.

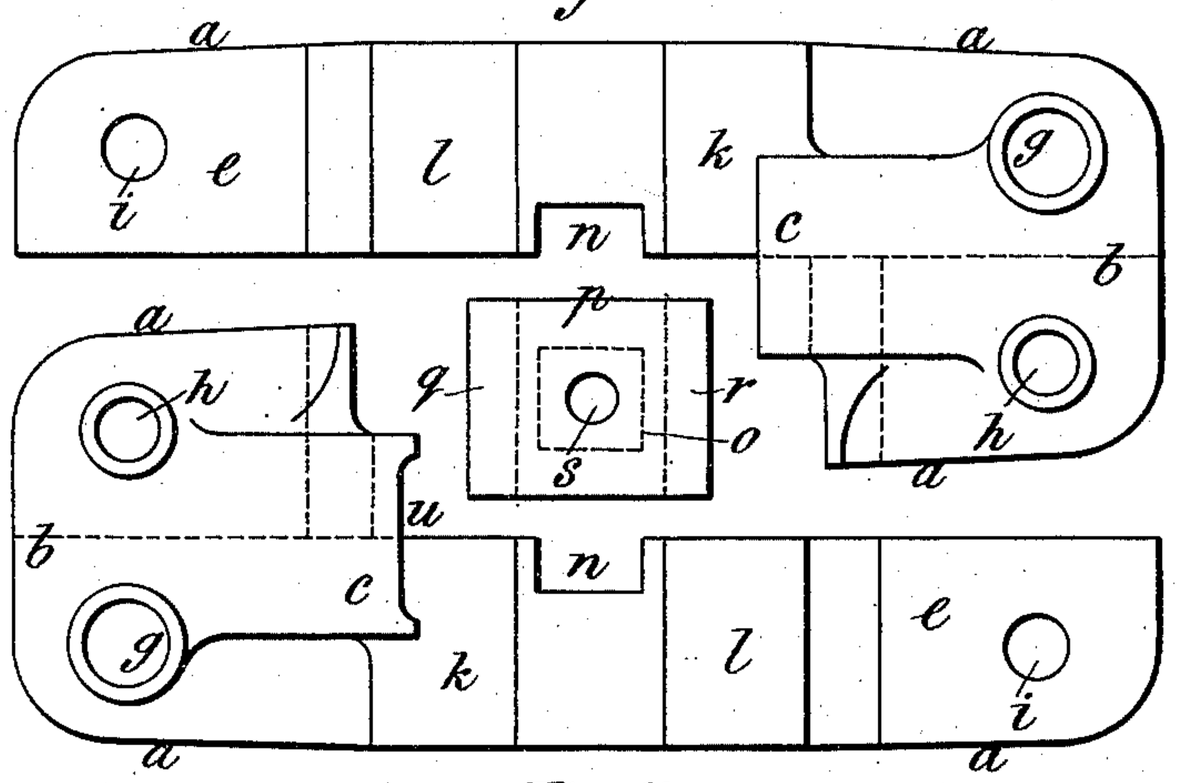
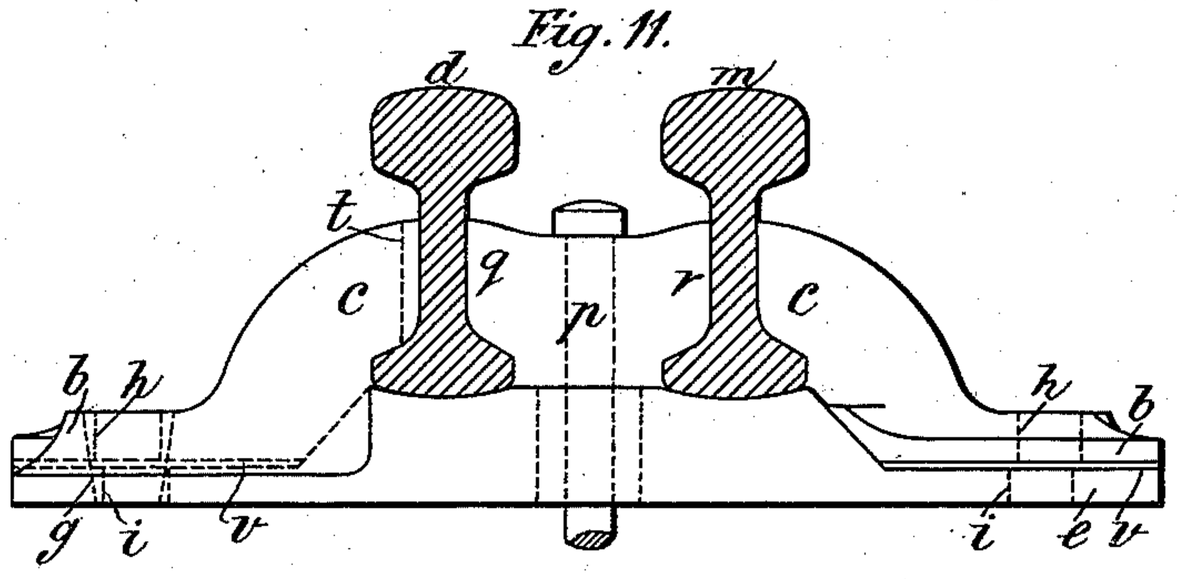


Fig. 11.



Witnesses.
E. A. Balloch.
Walter Renwick Dubois.

Inventors.
William H. Plewman &
John Graham
By their Attorneys,
Baldwin Davidson & Wright

UNITED STATES PATENT OFFICE.

WILLIAM HENRY PLEWMAN AND JOHN GRAHAM, OF BEDFORD, ENGLAND.

CHAIR FOR RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 656,827, dated August 28, 1900.

Application filed February 15, 1900. Serial No. 5,291. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM HENRY PLEWMAN, residing at 26 Spenser road, and JOHN GRAHAM, residing at 35 Spenser road, Bedford, England, commercial travelers, subjects of the Queen of Great Britain, have invented certain new and useful Improvements in Chairs for Railways, of which the following is a specification.

According to this invention the chair is made in two symmetrical parts, each part consisting of a base-plate and a jaw. That part of each base-plate upon which the rail rests extends across half the width of the base-plate, and a tongue projects beyond this portion of the base and passes beneath the base-plate of the other part, which is cut away to receive it. By these means the parts upon which the rail rests are integral between it and the sleeper. A vertical slot or groove may be made in the jaws to receive a key of wood or other material. This key is locked in the slot or groove by the head of the rail. The chairs are fastened to the sleepers by pins which pass through holes in the base-plates. Where one part of the base-plate overlaps the other, the holes in them are so made that driving in the pin tightens up the jaws and causes them to grip the rail.

The drawings illustrate chairs made in accordance with this invention.

Figure 1 is a plan of the two parts of a chair in position. Fig. 2 is a similar view when the parts are separated. Figs. 3 and 4 are side elevations of the two parts. Figs. 5 and 6 are side and end elevations of the chair with a rail in place. Figs. 7, 8, and 9 are sections on the lines 7 7, 8 8, and 9 9, Fig. 1. Fig. 10 shows a chair adapted for use with a guard-rail. Fig. 11 is a side elevation of the same with the rails in place.

The chair is made in two symmetrical parts *a a*, each part consisting of a base-plate *b* and a jaw *c*. That part of the base-plate upon which the rail *d* rests extends across half the width of the base-plate, and a tongue *e* projects beyond this portion and passes beneath the base-plate of the other part, which is cut away at *f* to receive it. By these means the parts upon which the rail rests are integral between it and the sleeper.

In each base-plate are holes *g h* and in each tongue another hole *i*. The chairs are secured to the sleepers by pins, which pass through these holes. It will be seen from the drawings that when the two parts of the chair are placed in position the hole *h* in the base-plate of one part does not coincide with the hole *i* in the tongue of the other part, so that as the pin is driven in the two parts of the chair are compelled to grip the rail.

Referring to Figs. 10 and 11, each part in this case is made with two surfaces *k l*, upon which the rails *d* and *m* rest, *m* being the guard-rail. Each tongue has a slot *n*, through which passes the shank *o* of an additional part *p*. The part *p* has two jaws *q r* and a hole *s*, through which a pin is driven, securing it to the sleeper. To fix the chair, the part *p* is first secured to the sleeper and then the two parts *a a* of the chair are secured together as before. To prevent vibration, a key *t*, of wood or other suitable material, may be inserted in a vertical slot *u* in the jaw *c*, as is shown in Figs. 10 and 11. In the same figures is also shown a strip *v*, of wood or other suitable material, which may be placed between the base-plate *b* and tongue *e*. The key *t* and the strip *v* may be applied to an ordinary chair.

The construction herein described affords a chair with a broad and solid base and also permits of the two members being interlocked under the rail by moving them toward each other transversely to the length of the rail.

Having now particularly described and ascertained the nature of our said invention and in what manner the same is to be performed, we declare that what we claim is—

1. A chair formed of two symmetrical members each comprising a base-plate the upper part of which is wholly on one side of the rail and has a complete jaw for holding the rail and whose under face is recessed or cut away as at *f*, and a tongue on the other side of the rail which passes under the base-plate of the opposite member and fits in its recessed or cut-away under face, substantially as set forth.

2. A chair formed of two symmetrical members each having a rail-seat, a jaw located at one side of the seat, a base-plate located on the same side below the plane of the seat, and a tongue or part on the other side of the seat

which passes under the base-plate of the other member.

3. A chair formed of two symmetrical members each having a rail-seat, a jaw located at one side of the seat, a base-plate located on the same side below the plane of the seat, and a tongue or part on the other side of the seat which passes under the base-plate of the other member and has a plane or unobstructed surface whereby the two members may be interlocked in position under the rail by moving them toward each other transversely to the length of the rail, and bolt-holes in the respective base-plates and tongues.

4. The combination with a chair formed of two symmetrical parts each consisting of a base-plate having a jaw for holding the rail and a tongue which passes under the base-plate of the other part of a third part between the other parts and having jaws on each of its sides for holding the rails in cooperation with the jaws on the other parts.

WILLIAM HENRY PLEWMAN.
JOHN GRAHAM.

Witnesses:
WILFRED CARPMAEL,
HERBERT ARTHUR MARSHALL.