

No. 664,436.

Patented Dec. 25, 1900.

W. ROWLANDS.  
HEAD CHAIR FOR STUB SWITCHES.

(Application filed May 24, 1900.)

(No Model.)

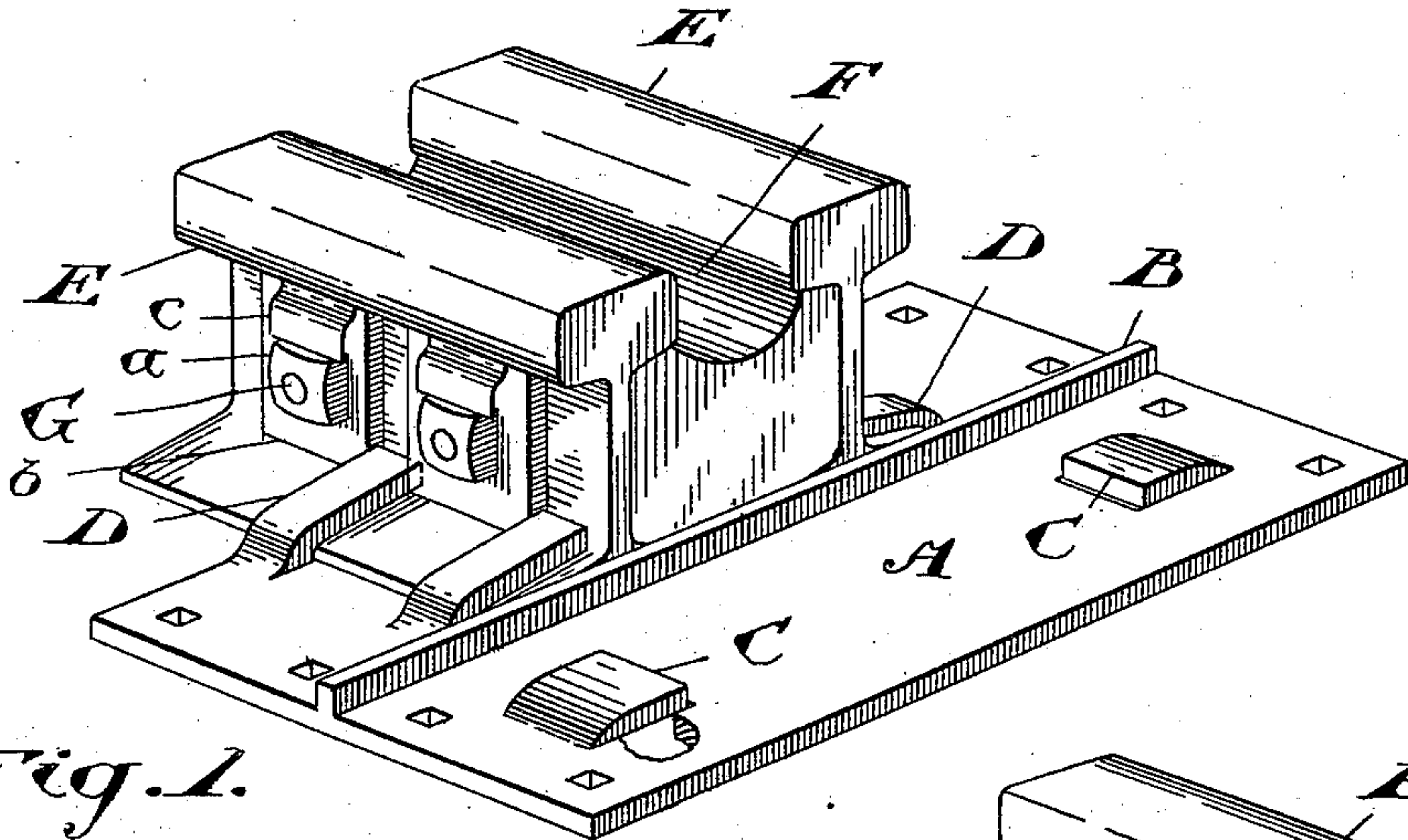


Fig. 1.

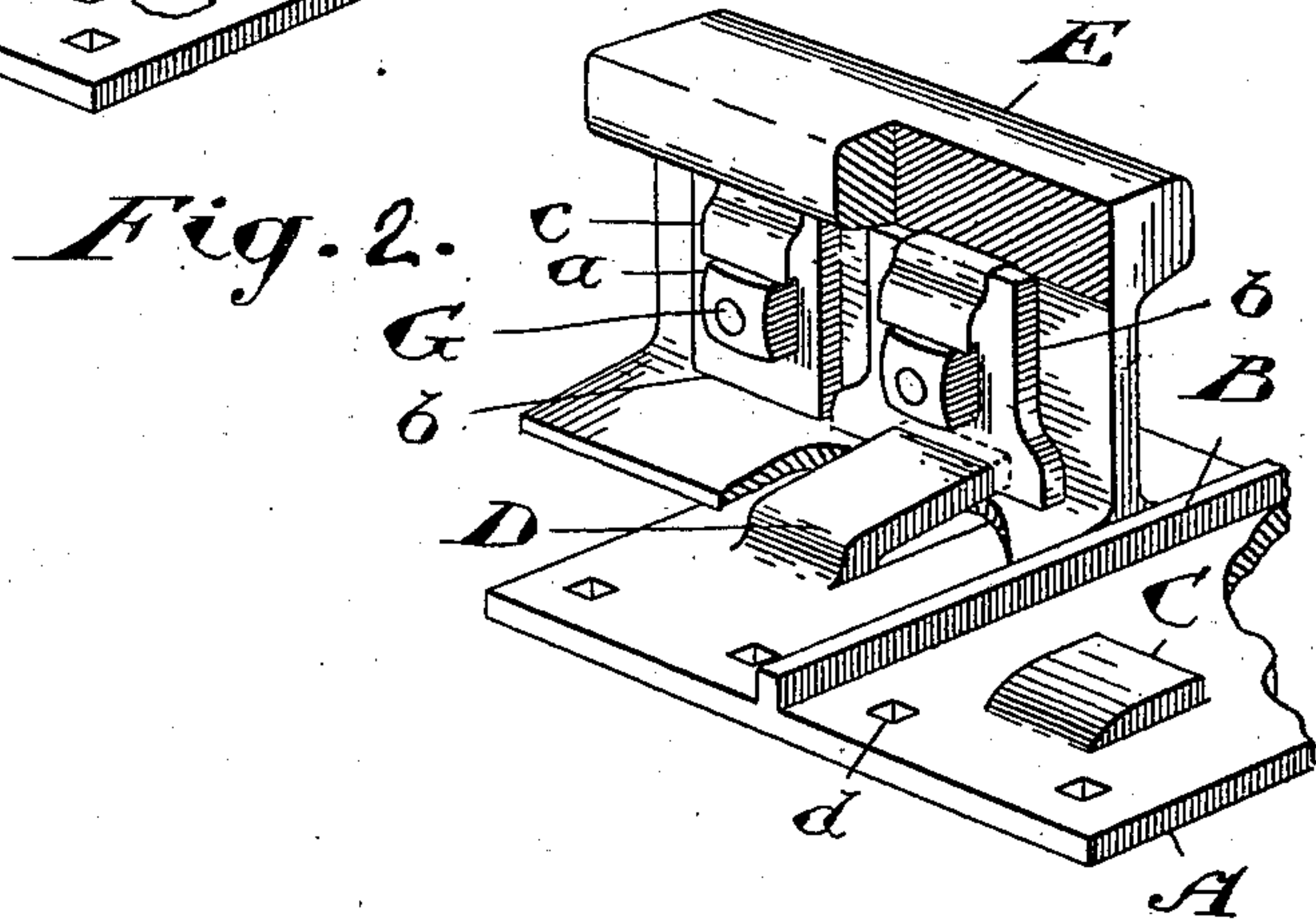


Fig. 2.

Witnesses

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# UNITED STATES PATENT OFFICE.

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## HEAD-CHAIR FOR STUB-SWITCHES.

SPECIFICATION forming part of Letters Patent No. 664,436, dated December 25, 1900.

Application filed May 24, 1900. Serial No. 17,884. (No model.)

*To all whom it may concern:*

Be it known that I, WALTER ROWLANDS, mechanical engineer, of the city of Montreal, in the county of Hochelaga, Province of Quebec, Canada, have invented certain new and useful Improvements in Head - Chairs for Stub-Switches, of which the following is a specification.

The object of my invention is to devise an efficient head-chair for stub-switches which will be simple in construction and possess the smallest possible number of parts; and it consists, essentially, of a plate provided with an integral transverse rib to hold apart the rail ends, stamped or cast lugs to limit the play of the switch-rail, and lugs or brackets formed on or secured to the plate in position to engage the ends of the track-rails opposite which the switch-rail moves, the whole being constructed in detail substantially as hereinafter more specifically described.

Figure 1 is a perspective view showing my improved head-chair with two track - rails clamped in position therein. Fig. 2 is a perspective detail showing my device as arranged with single clips for the track-rail bases.

In the drawings like letters of reference indicate corresponding parts in both figures.

A is the base-plate of the chair, on which is formed the transverse rib B, either by casting or rolling.

C indicates two lugs stamped up out of the metal of the plate to form stops between which the toe of the switch-rail may play.

D indicates clips preferably stamped up out of the metal of the base-plate and adapted to engage opposite sides of the bases of the two track-rails E. There may be one or more of these clips at each side of the chair.

F is a block fitted between the ends of the track-rails. Through the webs of the rails and through this block pass the bolts G, provided with the nuts *a*. At each end of the bolt are placed square washers *b*. It will be noted that these washers are so proportioned as to engage the sides of the ends of the clips D, so that the ends of the track-rails are effectually prevented from creeping away from the transverse rib B. Each nut *a* is preferably provided with a nut-lock *c*, formed of a strip of sheet metal clamped between the washer and the rail and extending out over the top of the washer, so that it may be bent

down to engage the upper side of one of the nuts.

In the drawings, *d* indicates spike-holes, by means of which the base-plate may be firmly secured to the tie.

In Fig. 2 I show a single clip D, stamped up from the base-plate. In this case the square washer *b* is preferably forked, as shown, to embrace the clip, so that the engagement of the clip and washer will prevent the rail from creeping.

While the base-plates are preferably formed by rolling and stamping, it will be understood, of course, that the same effect might be produced by casting, though the same strength in proportion to weight would probably not be secured.

From the above description it will be seen that I have devised an efficient head-chair which possesses very few parts.

What I claim as my invention is—

1. A head-chair for stub-switches comprising a base-plate, a transverse rib formed on the plate, stops stamped up out of the plate and adapted to limit the play of the switch-rail, a clip stamped up out of the plate and adapted to fit over the outer sides of the bases of the two track-rails, a block separating the rail ends, a bolt clamping together the rail ends and said block; and a washer on said bolt; the aforesaid clip coacting with said washer and thereby preventing the rails from creeping, substantially as and for the purpose specified.

2. A head-chair for stub-switches, comprising a base-plate, a transverse rib formed on the plate, stops stamped up out of the plate and adapted to limit the play of the switch-rail, clips stamped up out of the plate and adapted to fit over the outer sides of the bases of the two track-rails, a block separating the rail ends, a bolt clamping together the rail ends and block, and a washer supported by said bolt, the aforesaid clips coacting with said washer on opposite sides thereof and thereby preventing the rails from creeping, substantially as and for the purpose specified.

Montreal, Canada, May 9, 1900.

WALTER ROWLANDS.

In presence of—

E. A. CUNNINGHAM,  
EDWARD ROBINSON.