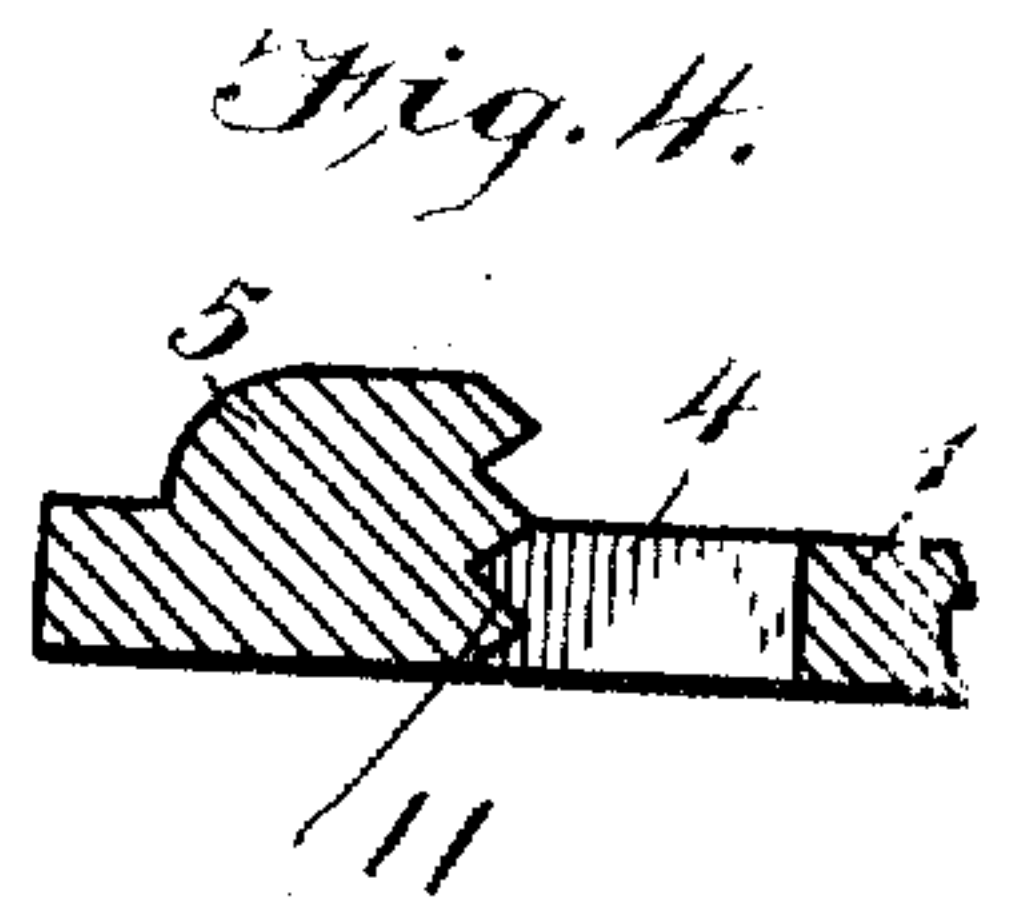
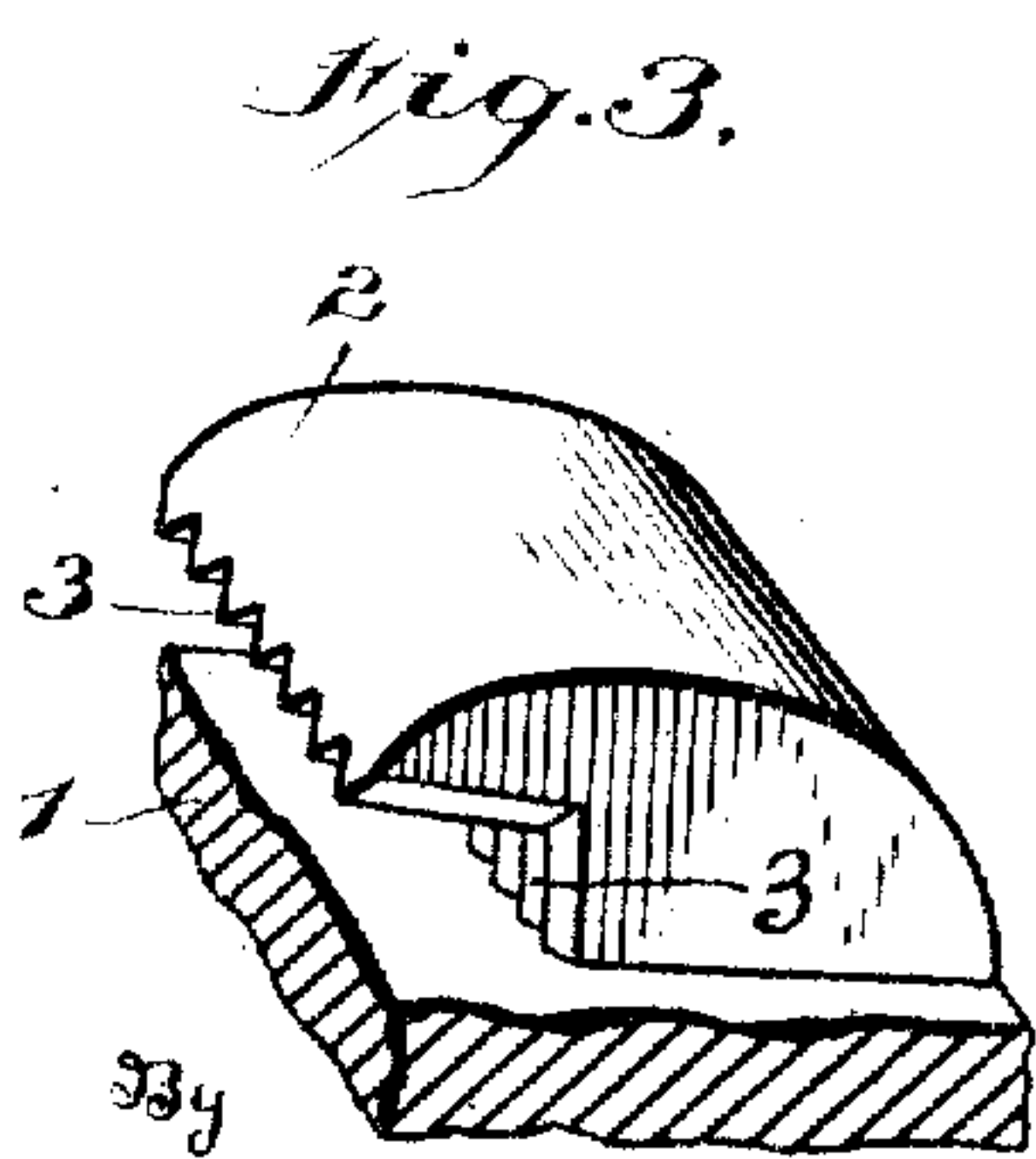
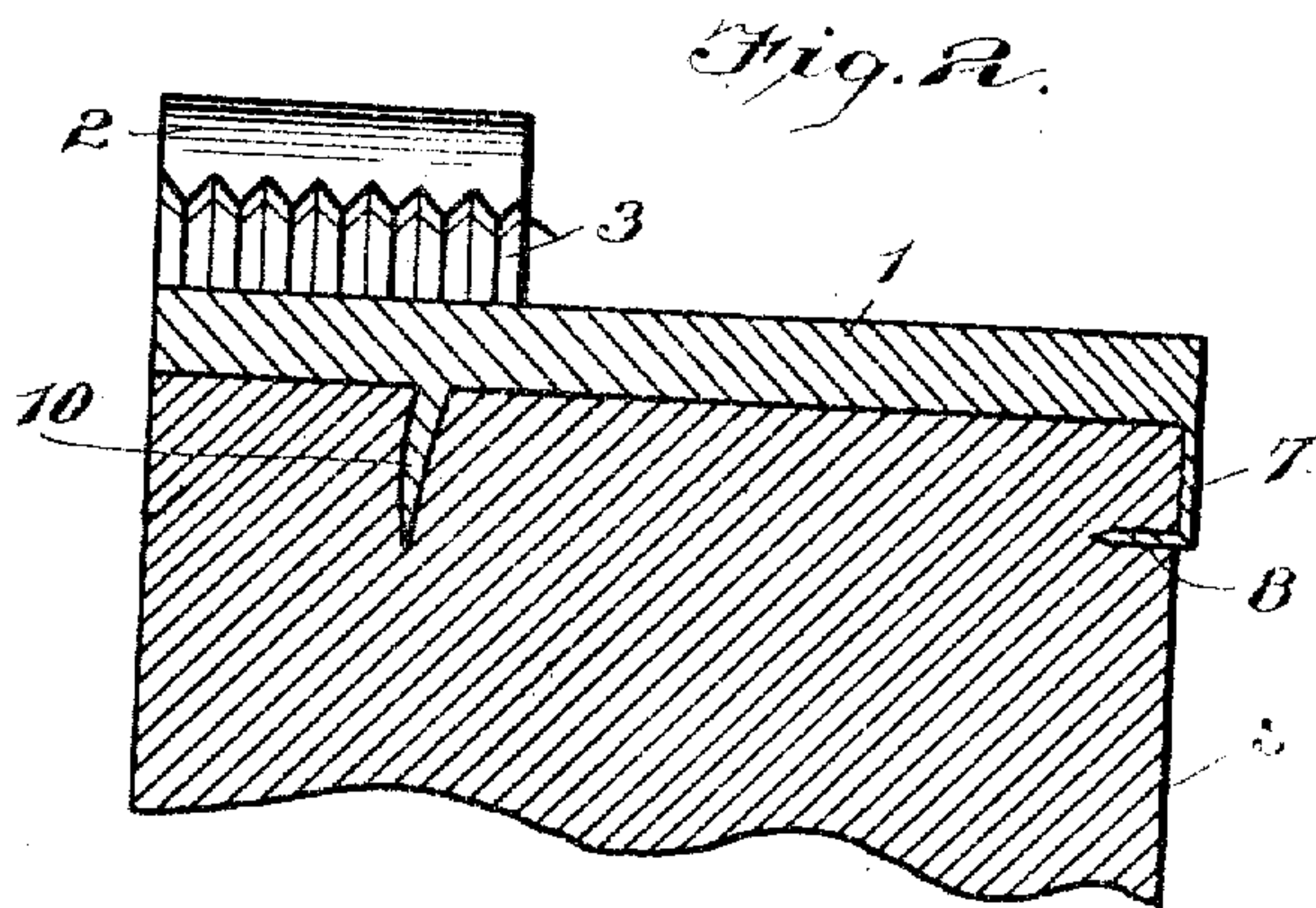
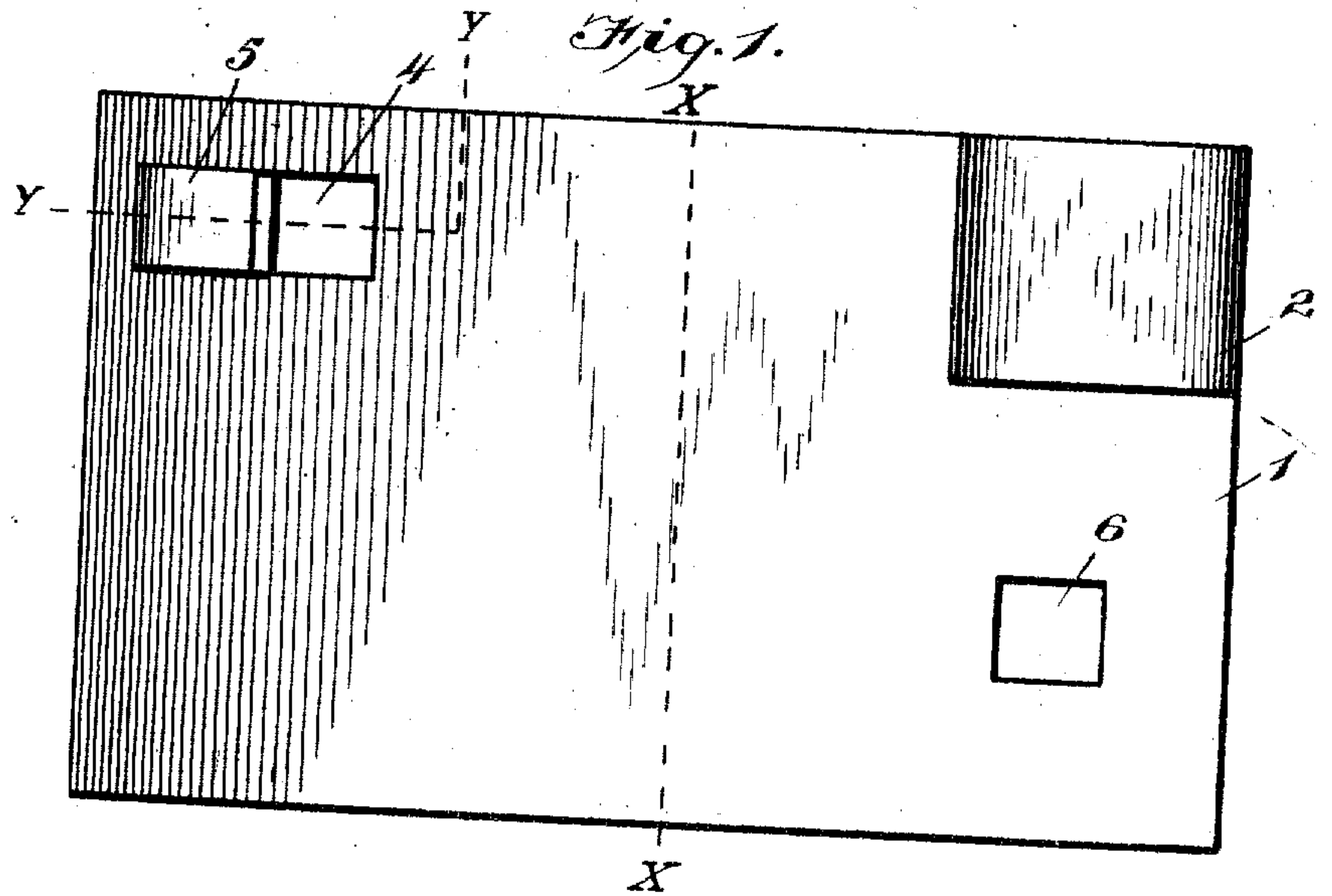


No. 844,050.

PATENTED FEB. 12, 1907

J. H. SNELL.
RAIL CHAIR.

APPLICATION FILED JULY 26, 1906.



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JESSE H. SNELL, OF ILION, NEW YORK.

RAIL-CHAIR.

No. 844,050.

Specification of Letters Patent.

Patented Feb. 12, 1907.

Application filed July 26, 1906. Serial No. 327,950.

To all whom it may concern:

Be it known that I, JESSE H. SNELL, a citizen of the United States, residing at Ilion, in the county of Herkimer and State of New York, have invented a new and useful Rail-Chair; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The invention relates to chairs for railroad-rails, and has for its object to provide a device of this character adapted to securely and unyieldingly hold the rails of a railroad against spreading under pressure, thus insuring at all times a perfect and safe track.

A further object is to provide a device of this character that may be readily and effectively fastened to the tie of the railroad.

With these and other objects in view, which will more fully appear from the description below and the claims hereto appended, the invention consists in the novel construction and arrangement of parts, as shown and described.

In the drawings, Figure 1 is a plan view of a rail-chair constructed in accordance with this invention. Fig. 2 is a transverse sectional view taken on line X X of Fig. 1. Fig. 3 is a detail perspective view of the inner face of the jaw. Fig. 4 is a sectional view on line Y Y of Fig. 1.

Referring to the drawings, 1 designates the base portion of my rail-chair, having an integral jaw 2, which is provided with teeth or serrations 3 on the inner face thereof. The jaw 2 engages the outward flange of the rail, and thereby prevents the same from spreading when under pressure. The inner end is spiked down in the usual manner, having an aperture 4 for the reception of said spike. A shoulder 5 is provided to prevent the head thereof from yielding and to protect the same from injury. The shoulder 5 is provided with teeth or serrations 11 to prevent the spike from working out, as is their usual tendency. An additional aperture 6 is also pro-

vided which coöperates with the jaw, and still other apertures may be provided for more spikes, if deemed necessary.

It is apparent that the chair may be secured to the tie in a number of ways, and it will preferably be provided with a dog having a vertical portion 7 and a horizontal portion 8. The horizontal portion is driven into the tie 9, and then the pointed lug 10 is driven downward, by which it will be seen that the chair becomes firmly secured to the tie.

I desire it to be understood that I do not confine myself to the exact form herein set forth, but that changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit of my invention or sacrificing any of the advantages thereof.

What I claim is—

1. A chair for railway-rails, comprising a base portion having a jaw formed integral therewith, said jaw having vertical and horizontal teeth or serrations on the inner face thereof, apertures for the reception of spikes, shoulders for bracing said spikes, substantially as described.

2. A device of the class described, having a dog engaging the side of a railroad-tie, and a pointed lug adapted to engage the center of said tie, substantially as described.

3. A chair for railway-rails having an integral jaw for engaging the outer flange of a rail, said jaw being provided with vertical and horizontal teeth, apertures for spiking said chair to the tie, one of said apertures having a shoulder 5, with teeth 11, for preventing the spike from becoming loose, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JESSE H. SNELL.

Witnesses:

SAMUEL MALLETT,
EDMOND A. STEELE.