

D. CRANE.
 GUARD RAIL CHAIR.
 APPLICATION FILED AUG. 6, 1907.

915,745.

Patented Mar. 23, 1909.
 2 SHEETS—SHEET 1.

Fig. 1.

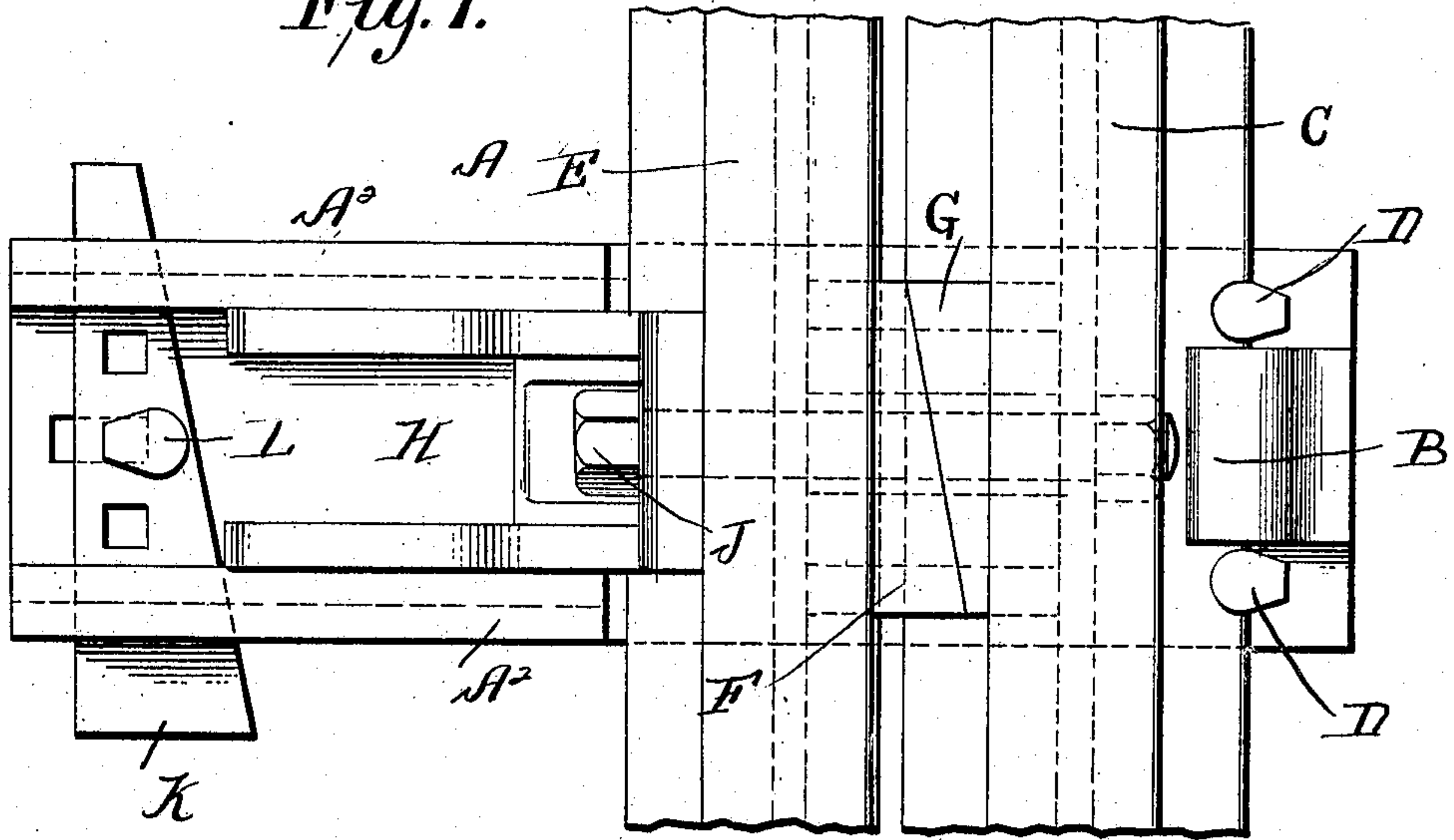


Fig. 2.

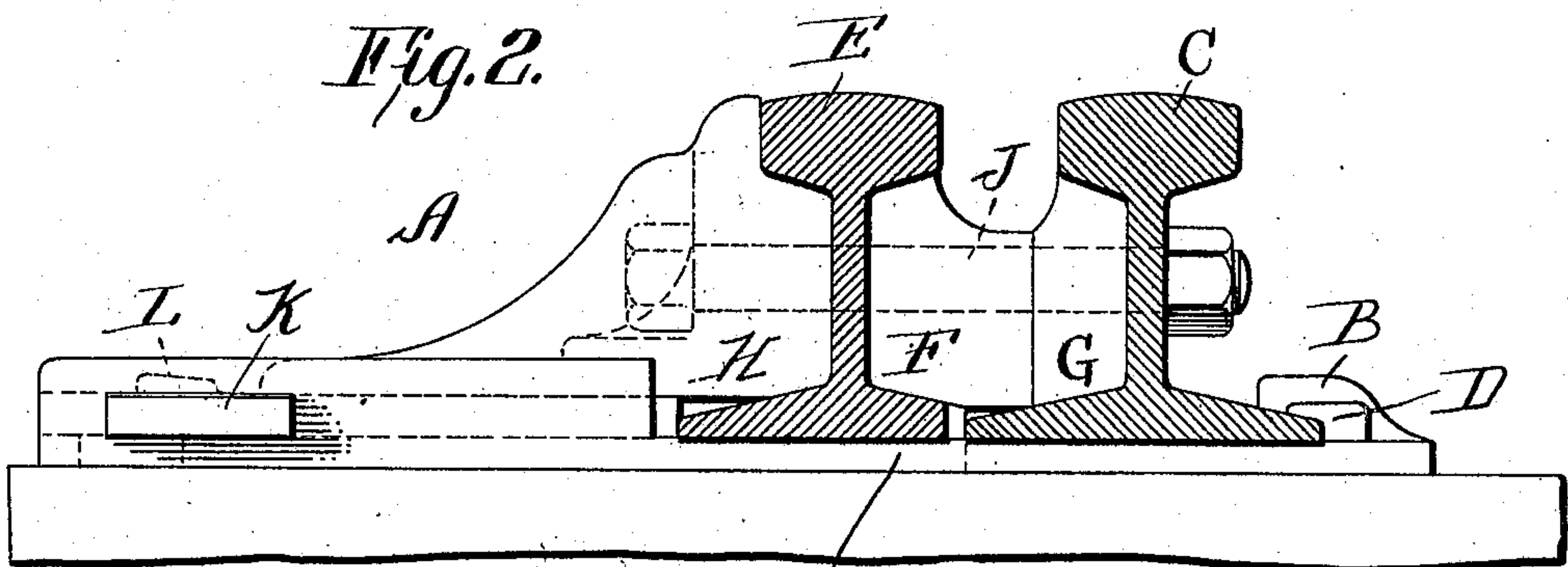
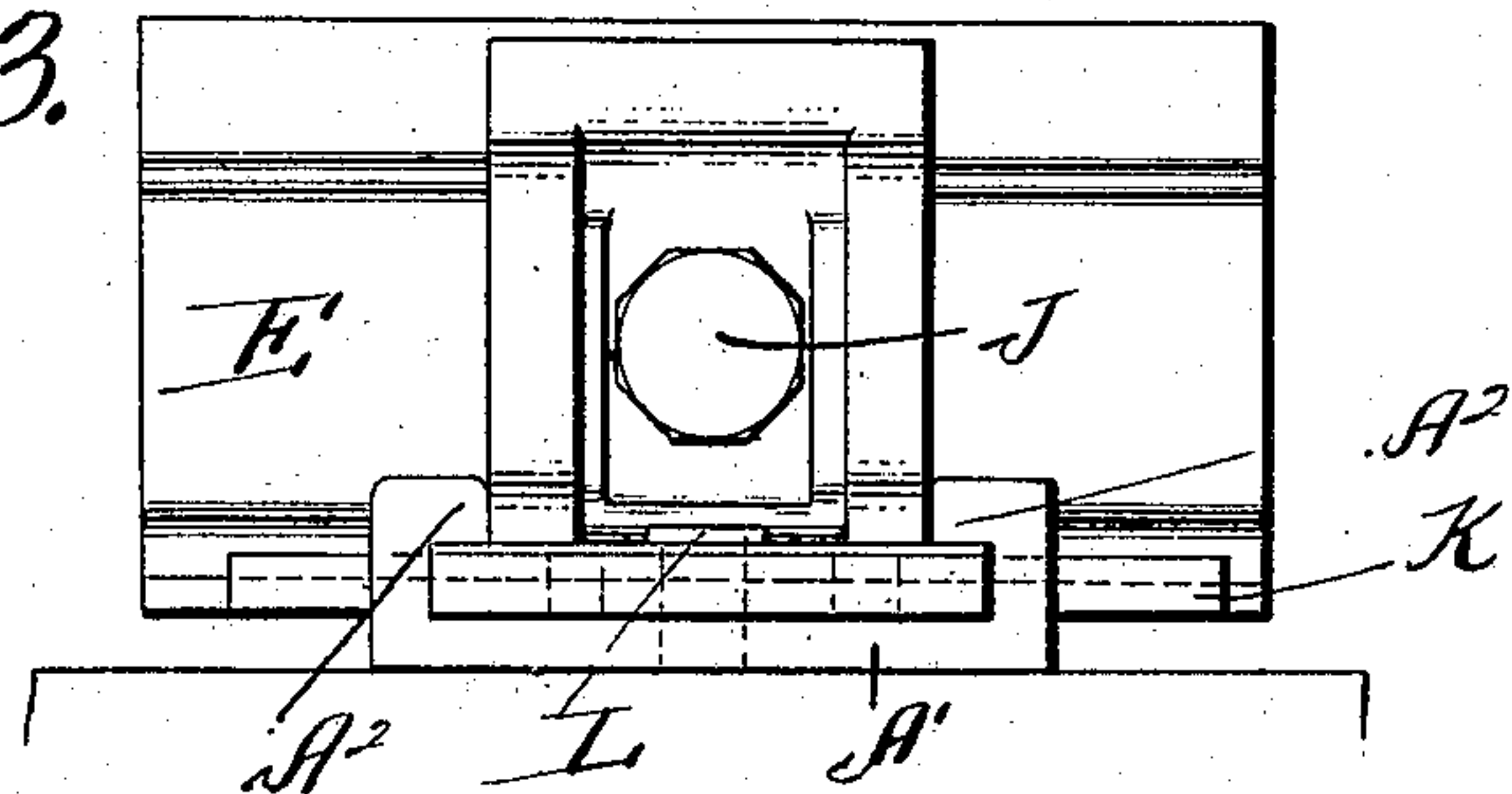


Fig. 3.



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Fig. 4.

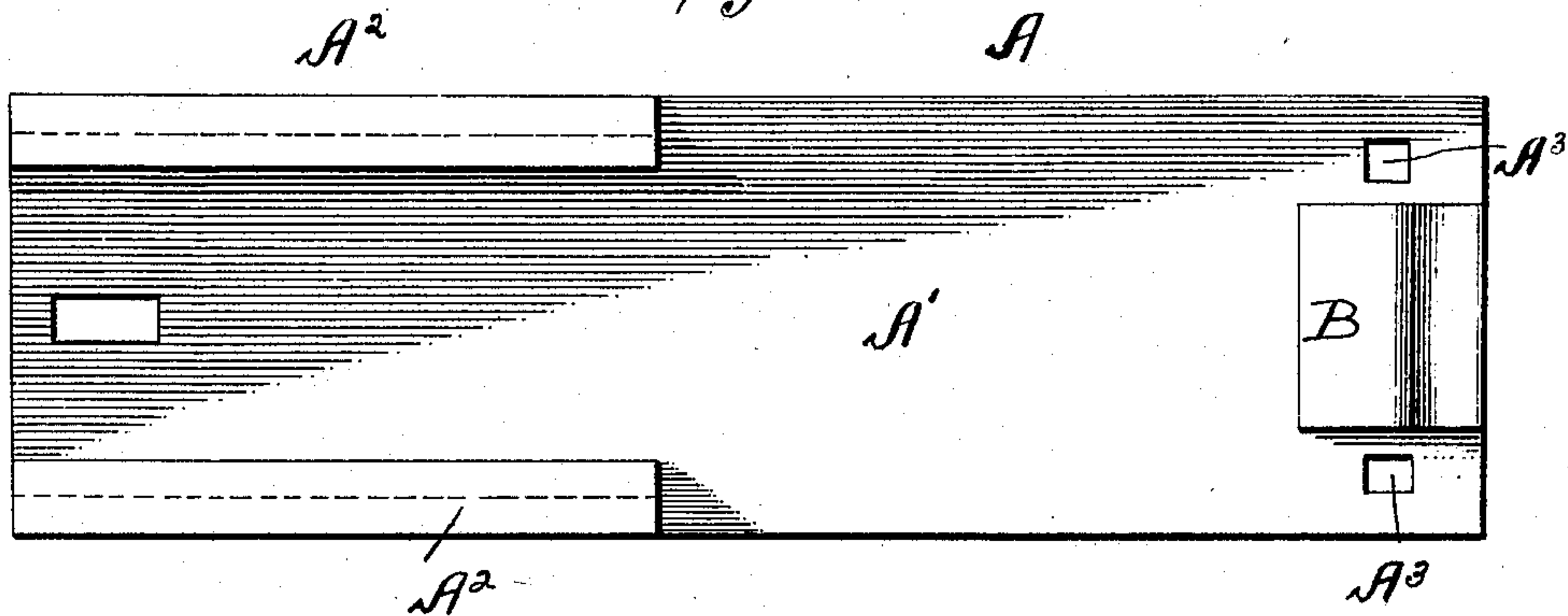


Fig. 5.

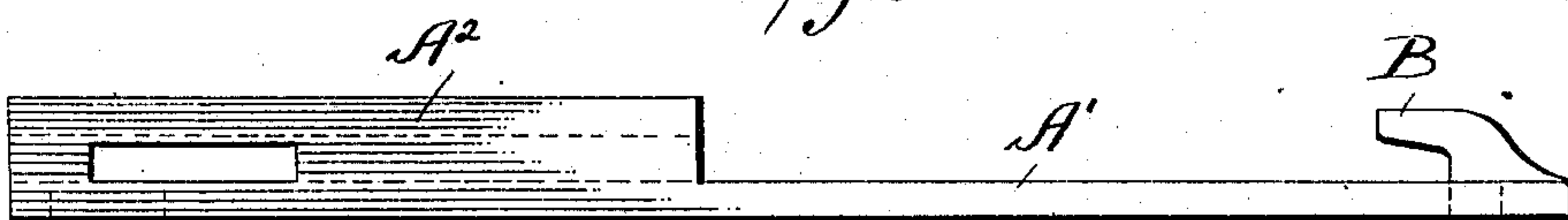


Fig. 6.

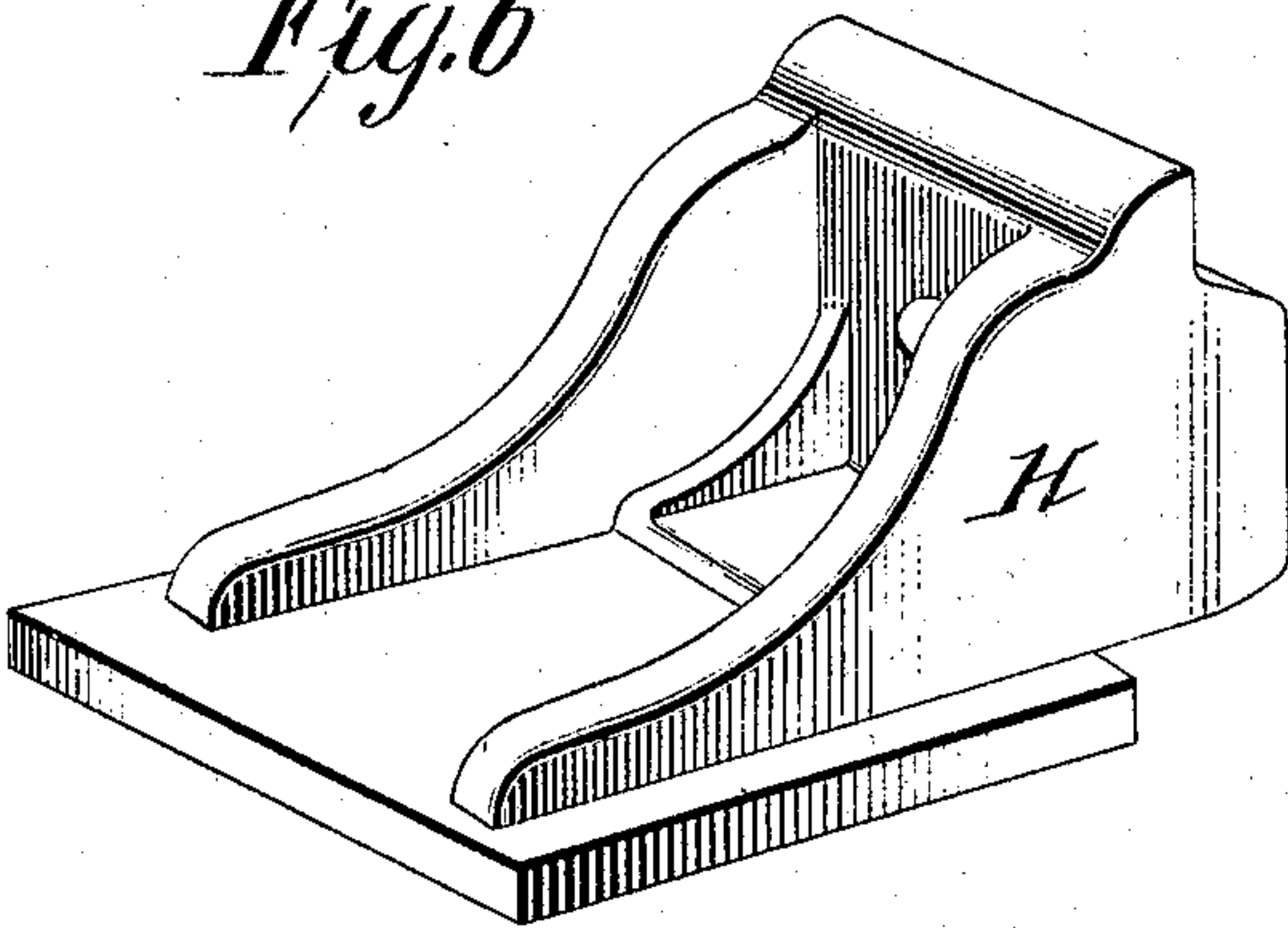
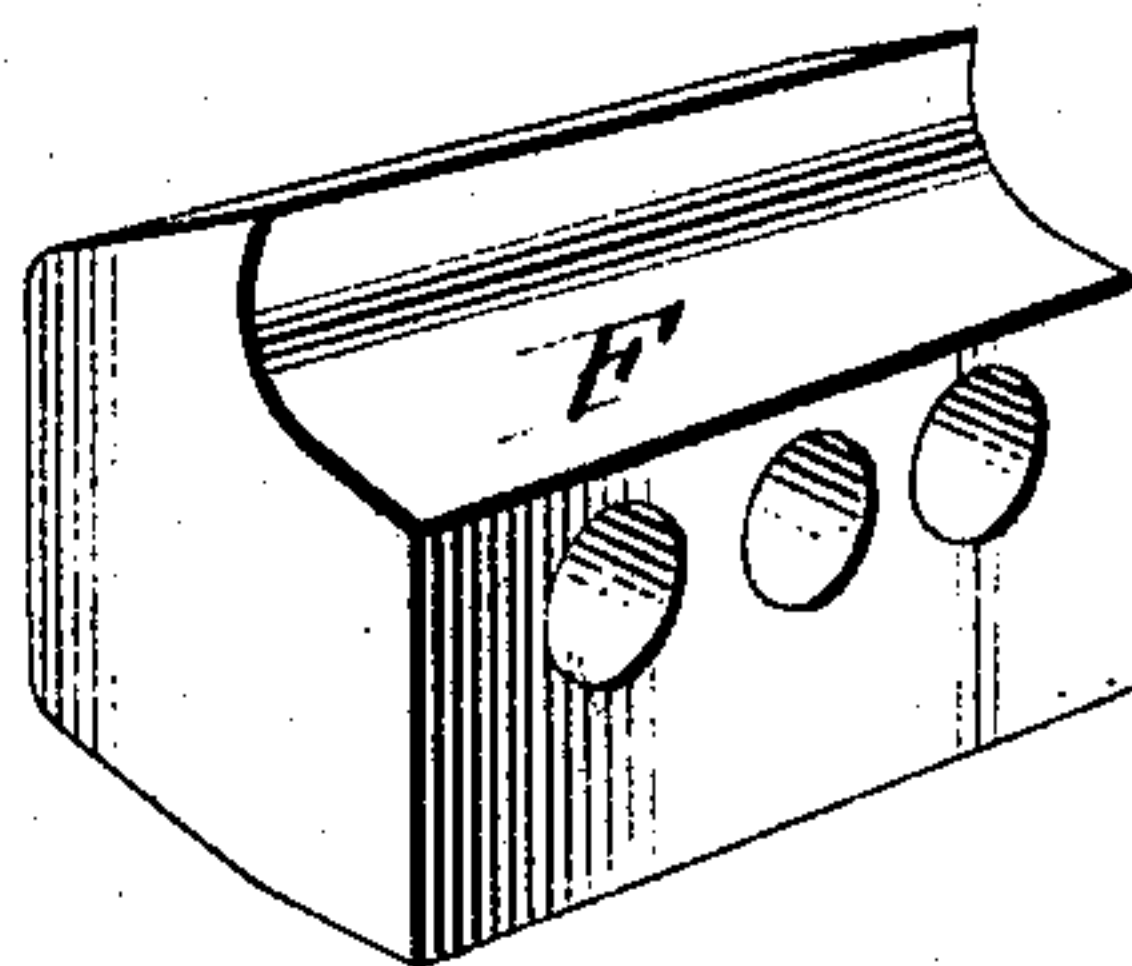


Fig. 7.



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UNITED STATES PATENT OFFICE.

DAVID CRANE, OF RUTLAND, VERMONT.

GUARD-RAIL CHAIR.

No. 915,745.

Specification of Letters Patent.

Patented March 23, 1909.

Application filed August 6, 1907. Serial No. 387,370.

To all whom it may concern:

Be it known that I, DAVID CRANE, a citizen of the United States, residing at Rutland, in the county of Rutland and State of Vermont, have invented a new and useful Improvement in Guard-Rail Chairs, of which the following is a specification.

This invention relates to certain new and useful improvements upon my Patent Number 621,490, patented March 21, 1899, the object being to improve the general construction of the chair, so that the rails can be readily placed therein.

Another object of my invention is to provide the chair with very novel means for adjusting the same.

Another object of my invention is to provide the chair with detachable cheek pieces so that they can be readily put in place after the rails have been laid on the chair.

Still another object of my invention is to provide a chair with a guide-way in which is mounted a cheek-piece which is adjusted by a wedge-shaped key.

With these and other objects in view, the invention consists in the novel features of construction, combination and arrangement of parts, hereinafter fully described and pointed out in the claims.

In the drawings forming a part of this specification:—Figure 1 is a top plan view of my improved chair showing the main rail and the guard-rail in place. Fig. 2 is a side view of Fig. 1. Fig. 3 is an end view of Fig. 1. Fig. 4 is a top plan view of the chair with the cheek-pieces and locking key removed. Fig. 5 is a side view of the same. Fig. 6 is a perspective view of the adjustable cheek-piece. Fig. 7 is a perspective view of one of the spacing cheek pieces.

Referring to the drawings A indicates my improved chair which is adapted to be spiked on a tie and consists of a flat plate A' provided with flanged sides A² adjacent one end forming guide-ways for the purpose hereinafter fully described. A flanged hook-member B is formed centrally on the plate adjacent the other end, under which the flange of a main-rail C is adapted to fit and be secured by spikes D passing through openings A³ formed in the plate. A guard rail E is arranged on the chair adjacent the ends of the guideway and arranged between the main rail and guide rail are wedge-

shaped cheek-pieces F and G provided with transverse openings which are adapted to aline with openings in the web of the main rail and guard rail, it of course being understood that these cheek pieces are of the shape to fit the rails and are provided with cut-out portions on their top, so as to allow the flange of the wheel to have plenty of room.

Mounted in the guide-ways of the chair is a cheek-piece H which is so formed that it fits up against the outside of the guard rail and is provided with a transverse opening in alignment with the opening in the guard-rail, through which a bolt J is adapted to extend and secure the guard and main rails together. The base of the cheek-piece is provided with an oblique end which is adapted to be engaged by a key K which extends through slots formed in the guideways, the key being wedge-shaped to conform to the end of the cheek-piece, so that the cheek-piece will be moved outwardly as the key is driven farther in. The key being provided with an opening which is adapted to register with one of the openings formed in the base and through which a spike L is adapted to be driven for locking the key in position.

From the foregoing description it will be readily seen that I have provided a very novel guard-chair which is so constructed that the rails will be securely held in position and together, so that by driving the key inwardly, the guard and main rails will be forced outwardly so as to aline the tracks.

Having thus fully described my invention, what I claim as new and desire to secure by Letters Patent is:—

1. The combination with a plate adapted to receive guard and main rails, of a hook member formed on said plate at one end engaging the outside of the main rail, said plate being provided with flanged sides at its other end forming a guideway, wedge shaped cheek pieces provided with smooth contacting sides arranged between the guard and main rails provided with openings, a cheek piece slidably mounted in said guideway engaging the guard rail and provided with an oblique end, a bolt extending through said cheek pieces and rail, said flanged edges being provided with slots and a wedge shaped key extending through the slots of the flanges engaging the oblique end of the cheek piece.

2. The combination with a plate adapted

to receive guard and main rails, a hooked member formed on said plate engaging the outside of the main rail, cheek-pieces arranged between the guard and main rails
5 said plate being provided with flanged edges forming a guideway, a cheek-piece slidably mounted on said plate in said guideway, a

bolt extending through said cheek-pieces and rails, and means for adjusting said cheek-piece, for the purpose described.

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