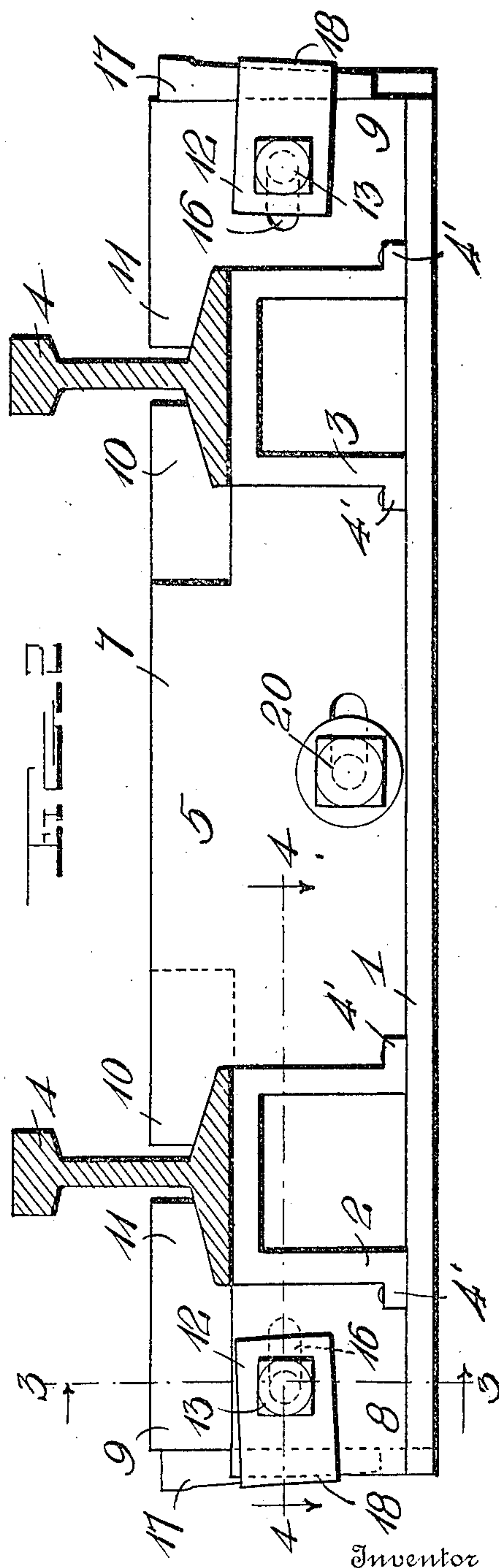
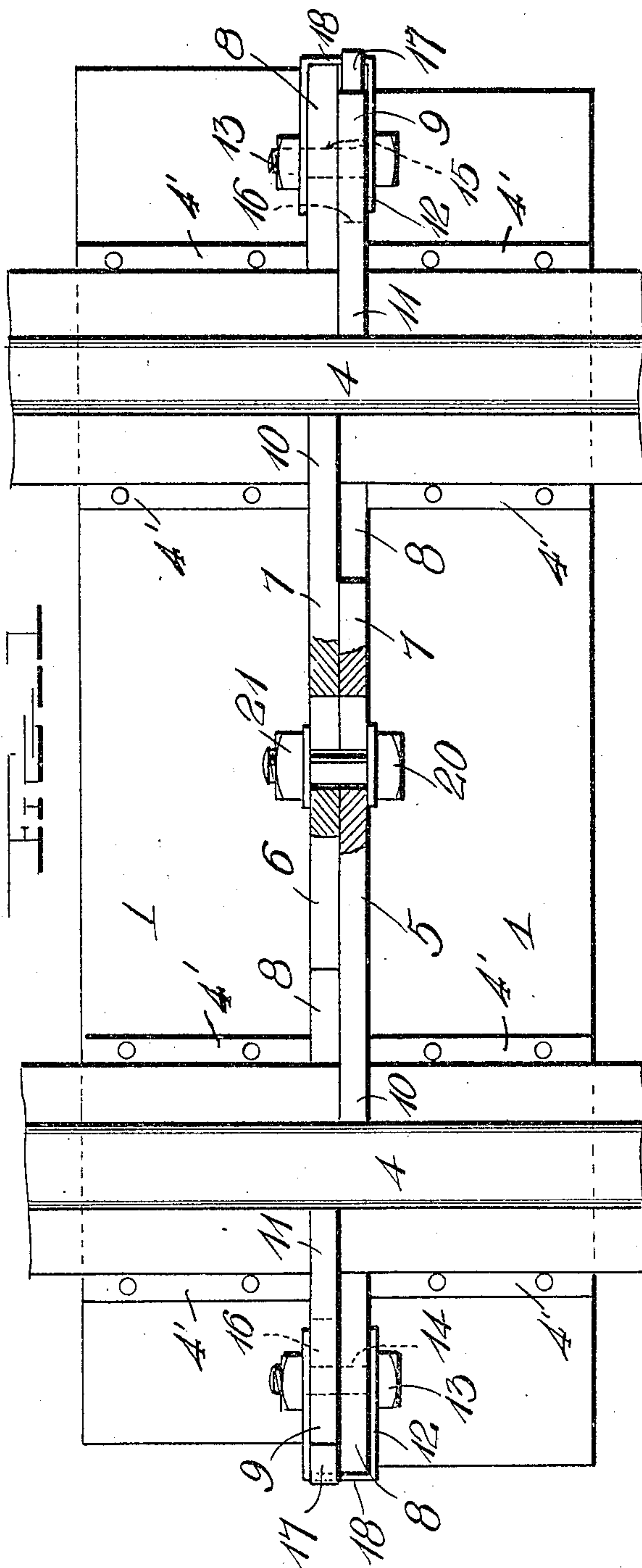


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METALLIC RAIL TIE AND CHAIR.  
APPLICATION FILED JUNE 28, 1909.

Patented Dec. 21, 1909.

2 SHEETS—SHEET 1.



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Witnesses

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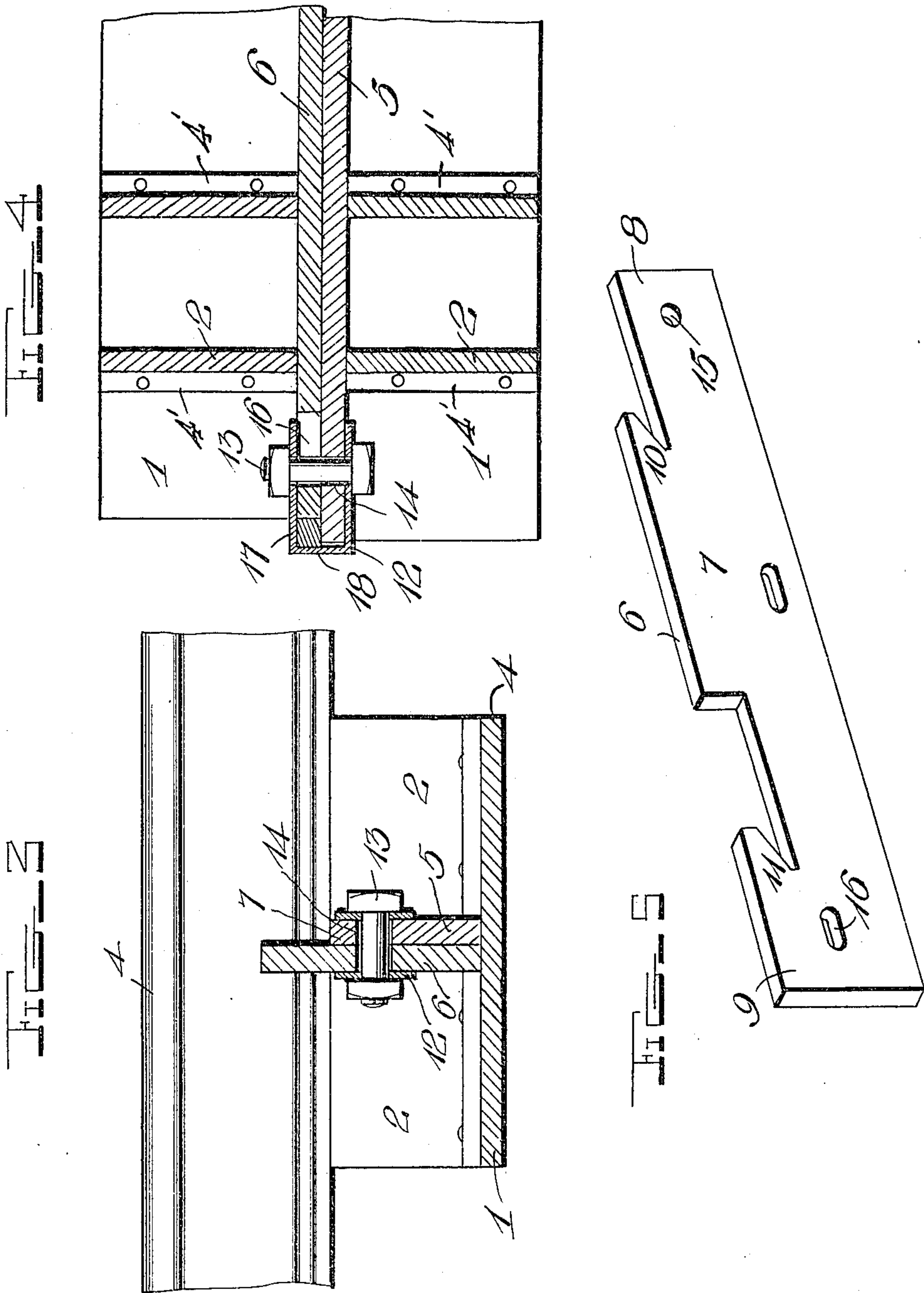
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# UNITED STATES PATENT OFFICE.

EZEKIEL WHEELER, OF KINGFISHER, OKLAHOMA.

METALLIC RAIL TIE AND CHAIR.

943,852.

Specification of Letters Patent.

Patented Dec. 21, 1909.

Application filed June 28, 1909. Serial No. 504,854.

*To all whom it may concern:*

Be it known that I, EZEKIEL WHEELER, a citizen of the United States, residing at Kingfisher, in the county of Kingfisher and State of Oklahoma, have invented certain new and useful Improvements in Metallic Rail Ties and Chairs; and I do 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.

This invention relates to a metallic rail tie and chair, and one of the principal objects of the same is to provide strong, durable, and efficient means for holding the rails at the proper distance apart and to provide a simple locking means for the two members of the tie or chair, which can be quickly removed and readily placed in position.

A further object of the invention is to provide means whereby the wear on the tie or chair members may be compensated for.

With the foregoing and other objects in view, the invention consists of certain novel features of construction, combination and arrangement of parts as will be more fully described and particularly pointed out in the appended claims.

In the accompanying drawings: Figure 1, is a plan view of a railway tie and chair embodying my improvements. Fig. 2, is a side elevation thereof. Fig. 3, is a transverse section taken on line 3—3 of Fig. 2. Fig. 4, is a horizontal section taken on line 4—4 of Fig. 2; and Fig. 5, is a detail view of one of the chair members.

Referring to the drawings for a more particular description of the invention, the tie and chair comprises a flat tie plate 1, which may rest upon the road bed. Mounted upon the tie plate at opposite ends thereof is a pair of hollow rail supports 2 and 3, which may be filled with cement and upon which are mounted the track rails 4. The lower edges of the side pieces of the rail supports are provided with outwardly extending flanges 4' which are riveted or otherwise secured to the top of the tie plate. The chair comprises a pair of corresponding members 5 and 6, which are arranged side by side but with corresponding ends reversed. These members are mounted upon the tie plate and extend between the rail supports 2 and between the rail seats 3. Each member comprises a central body portion 7, provided with the reduced end por-

tions 8 and 9, respectively, which extend through the rail supports 2 and 3. Each chair member is provided at the junction of its end portion 8, with its body with an outwardly projecting rail engaging portion 10, which engages the inner side of the adjacent rail, and at its opposite end with an engaging portion 11, which engages the outer side of the other track rail.

A particular feature of my invention is my means for adjusting the chair members longitudinally in opposite directions to compensate for wear upon the rail engaging portions thereof in order that the latter may be caused to snugly fit the bases of the rails at all times. To accomplish this, U-shaped clips 12, are arranged to straddle or receive the ends of the chair members, the clips being held in position by bolts 13, one of which passes through an aperture 14, in one member and the other through a corresponding aperture 15, in the other member, and both of which pass through elongated apertures 16, in opposite members. Wedges 17, are arranged between the central portions 18, of the clips and the ends of opposite chair members. A bolt 20, passes through a pair of longitudinal registering slots in the bodies of the chair members and a nut 21, screws upon the threaded end of said bolt, whereby the chair members may be held at the proper adjustment. To adjust the chair members in opposite directions to compensate for wear upon the rail engaging portions thereof, the wedges are driven down by means of a hammer or other tool which forces the members in opposite directions.

From the foregoing description taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of the invention, as defined in the appended claims.

Having thus described my invention, what I claim is:

1. A railway tie and chair, comprising a flat tie plate, hollow rail supports at each end thereof, and a pair of corresponding reversely arranged chair members extending between the rail supports at each end of the tie and provided with rail engaging

portions with means for adjusting the chair members longitudinally in opposite directions.

2. A railway tie and chair, comprising a  
5 flat tie plate, a pair of transverse hollow  
rail supports at each end thereof, a pair of  
longitudinal corresponding reversely ar-  
ranged chair members mounted upon the tie  
plate and extending between the rail sup-  
10 ports at each end of the tie, said members  
having rail engaging portions and means for  
adjusting the chair members longitudinally  
in opposite directions to compensate for  
wear upon the rail engaging portions there-

of, said means comprising clips each having 15  
a pivotal connection with one end of one of  
the chair members, and a slotted connection  
with the adjacent end of the other chair  
member, and wedges arranged between the  
central portions of the clips and the outer 20  
ends of opposite chair members.

In testimony whereof I have hereunto set  
my hand in presence of two subscribing wit-  
nesses.

EZEKIEL WHEELER.

Witnesses:

J. T. O'NEIL,  
E. M. LOWERY.