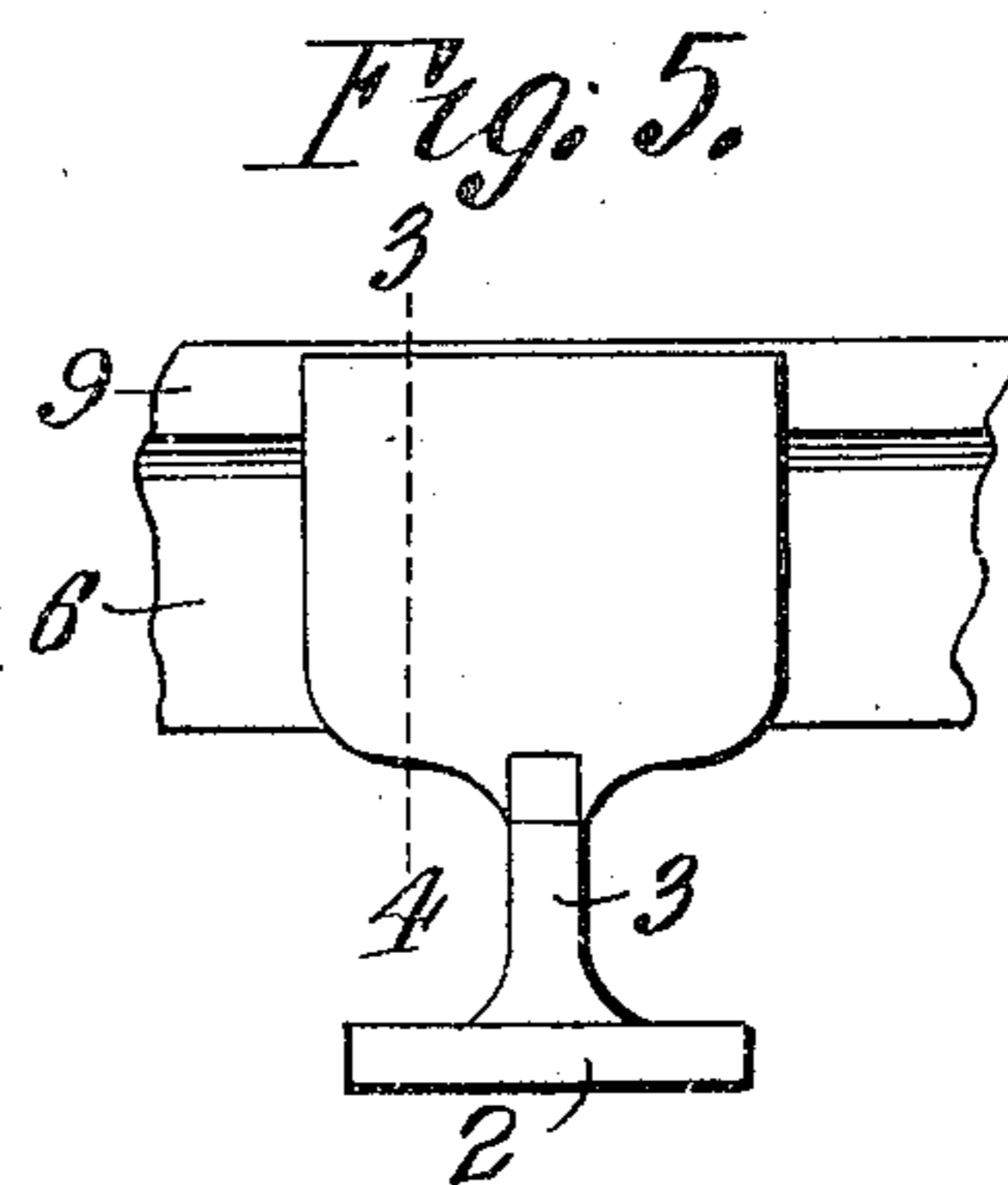
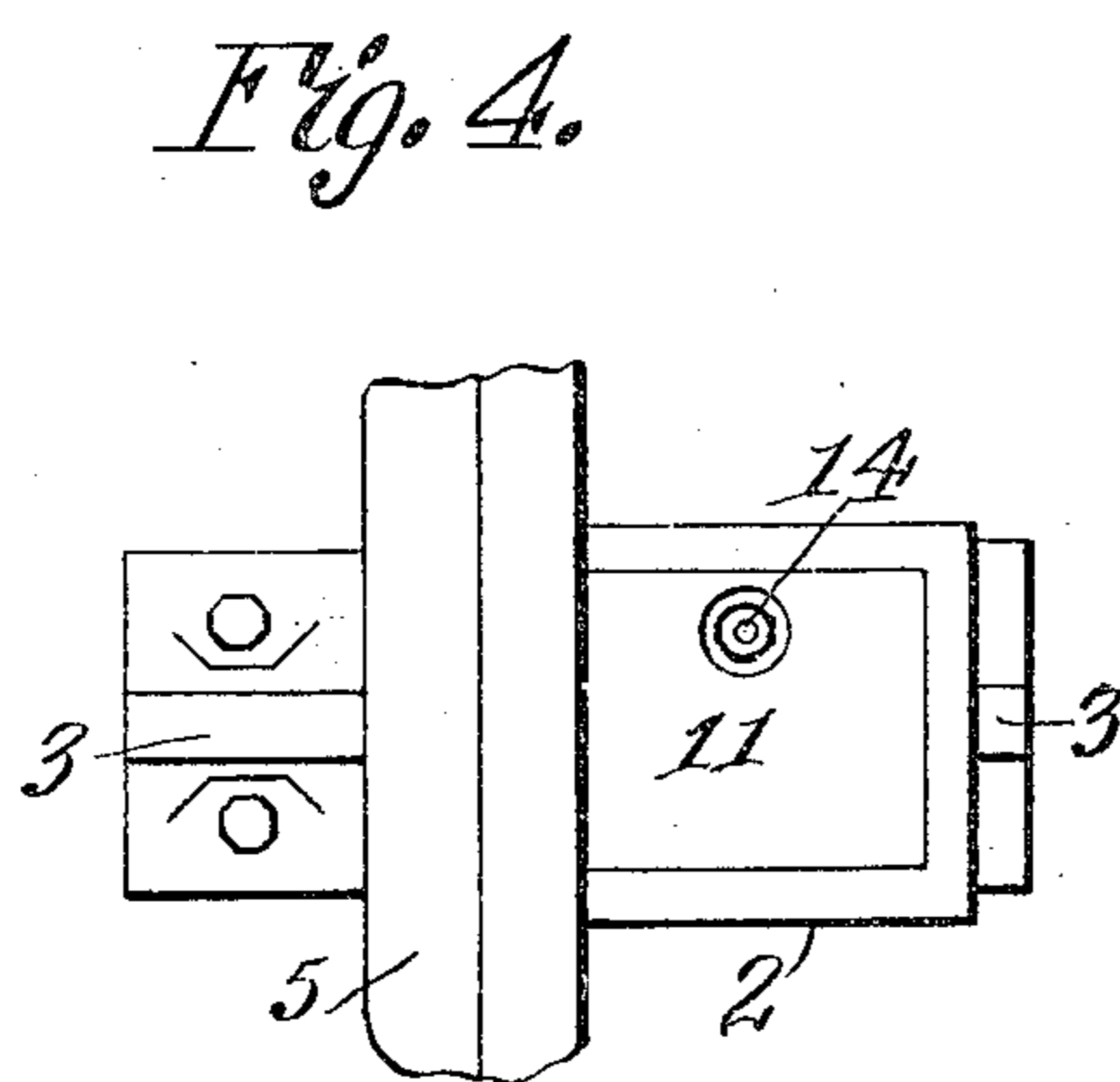
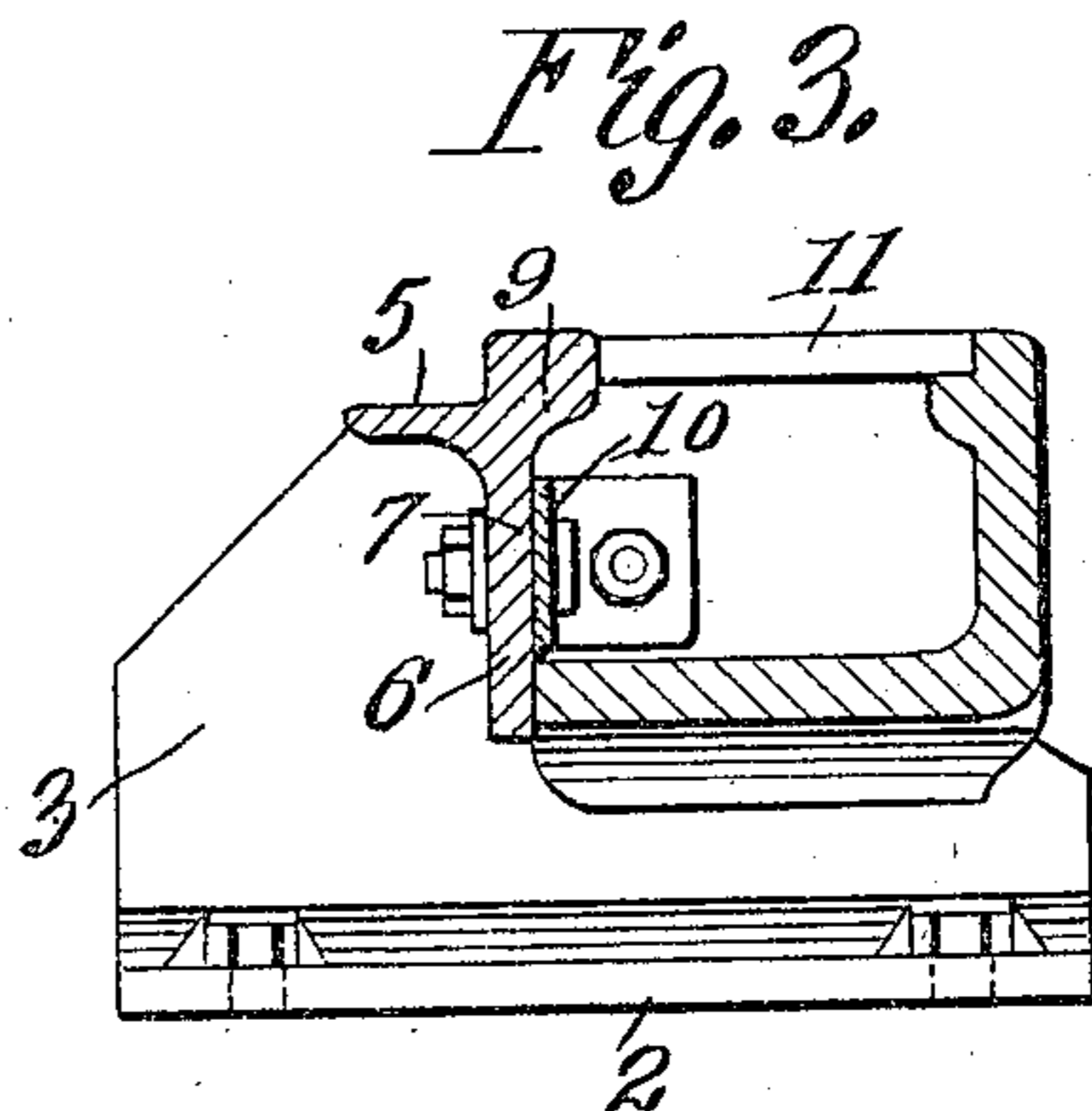
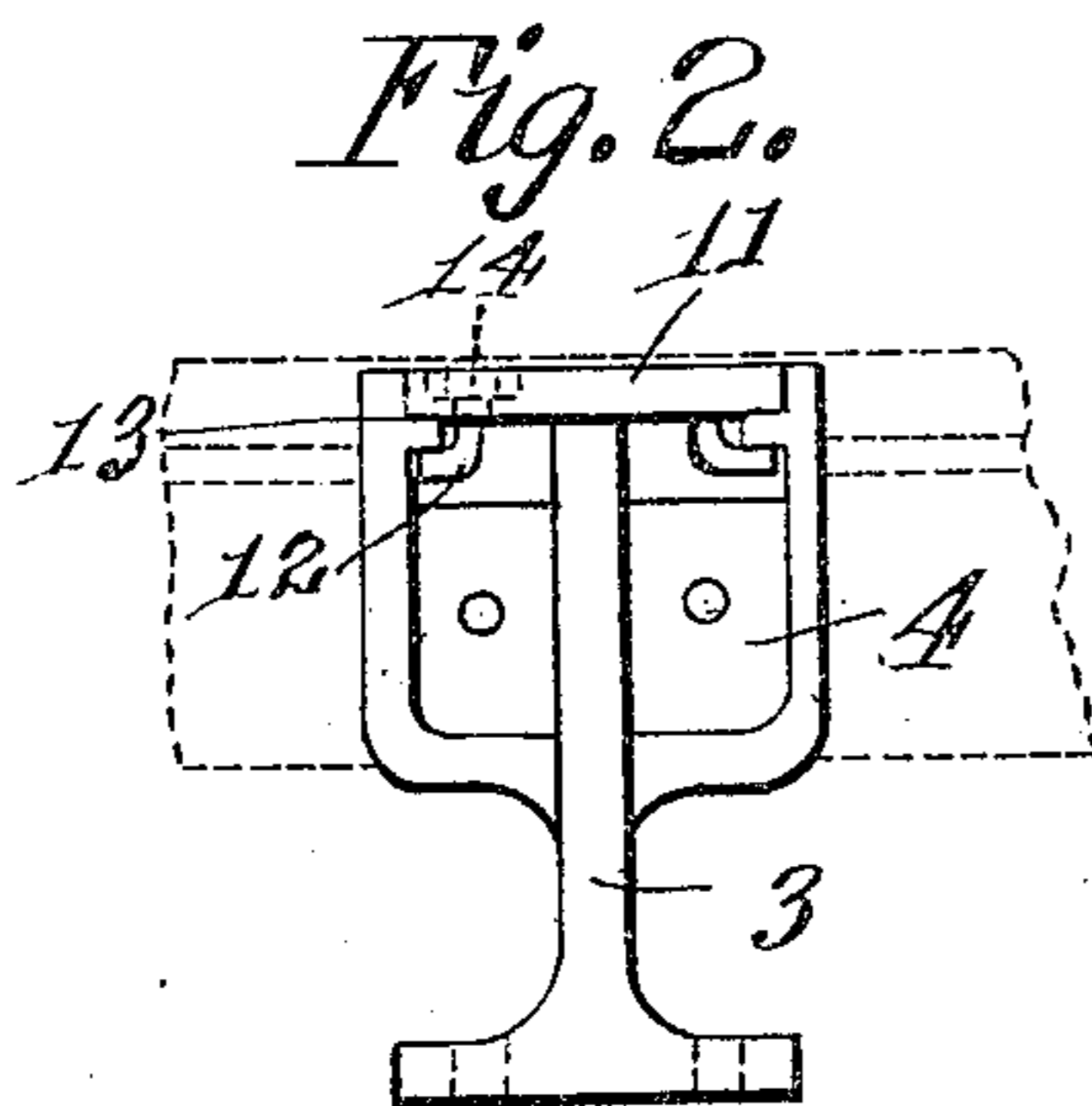
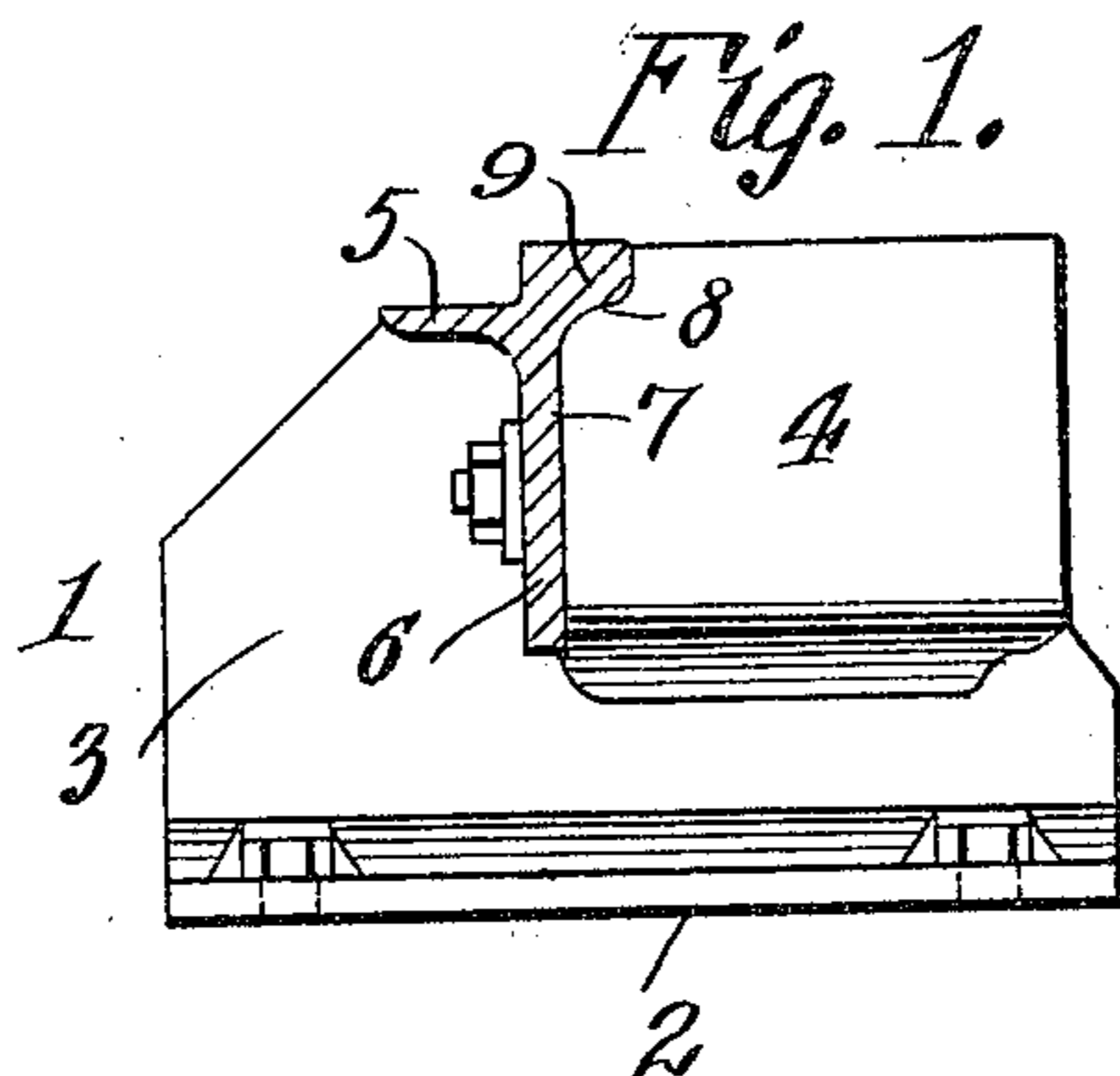


C. A. TILLY.  
RAIL CHAIR.  
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960,443.

Patented June 7, 1910.



Inventor  
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Witnesses

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# UNITED STATES PATENT OFFICE.

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## RAIL-CHAIR.

960,443.

Specification of Letters Patent.

Patented June 7, 1910.

Application filed November 20, 1908. Serial No. 463,725.

*To all whom it may concern:*

Be it known that I, CHARLES A. TILLY, a citizen of the United States, residing at Brooklyn, in the county of Kings and State of New York, have invented new and useful Improvements in Rail-Chairs, of which the following is a specification.

This invention relates to improved rails and ties therefor, and the primary object of the invention is to provide a rail and tie of a peculiar construction whereby repairs to the rails or rail joints may be made without necessitating the opening of the street or highway upon which the device is positioned.

With the above, and other objects in view which will appear as the description progresses the invention resides in the novel construction of elements hereinafter fully described and claimed.

In the accompanying drawings there has been illustrated a simple and preferred embodiment of the invention, and in which,

Figure 1 is a side elevation of the rail seat, a rail constructed in accordance with the present invention being shown in position thereon. Fig. 2 is a front elevation of the seat, the rail being shown in dotted lines. Fig. 3 is a vertical sectional view upon the line 3—3 Fig. 5. Fig. 4 is a top plan view of the device. Fig. 5 is a rear view of the same.

In the drawings the numeral 1 designates the improved rail seat. This seat 1 comprises a substantially rectangular base 2 having suitable openings adjacent its edges which are adapted for the reception of spikes or other attaching devices whereby the seat may be secured to the rail tie. The seat is provided with a centrally arranged upstanding flange or wall 3, which has its rear portion provided with outwardly and upwardly turned walls to form a chamber or compartment 4. This compartment 4 has its upper edges provided with a suitable flange or bead which forms a seat for a suitable cover 11. The seat 1 is provided with an open outer face, and the wall 3 is cut away a suitable distance from the said face of the compartment to provide an opening for the reception of a rail member hereinafter to be fully described. The side walls of the chamber 4, at its open face, are each adapted for engagement with offset portions of a substantially U-shaped bracket 10. The

flange 3 adjacent the compartment 4 has its upper portion cut away a suitable distance and adapted to correspond with the contour of the side of the rail opposite that engaged by the walls of the compartment 4, and the open face of the compartment 4 is also cut away at its upper edges to correspond with the contour of the opposite side of the rail. The rail, designated by the numeral 5 is constructed in a similar manner to rails commonly employed in connection with street car track, but, in this instance, the base flange of the rail is entirely dispensed with and the said rail is adapted to be fitted within the space provided by the walls of the compartment 4, and the cut away portion of the partition 3, the head of the rail, designated by the numeral 9, being adapted to fit snugly within the recess provided by the walls and the oppositely disposed lip being adapted to fit snugly within the concave cut away portion of the compartment 3. In order to securely connect the rail to the seat, the bracket 10 is provided with suitable spaced openings adapted to aline with similar openings within the web of the rails 5, and these openings are adapted for the reception of securing elements, preferably adjacent each side of the partition 3, and whereby the rail is securely connected at the seat 1.

From the above description, it will be noted that the rail 5 is effectively secured against either longitudinal or lateral movement, and that the device provides a comparatively simple and inexpensive structure.

The closure 11 is provided with a plurality of recesses having reduced openings which are adapted for the reception of offset members 12 normally engaging beneath the bead or offset portion of the compartment 2, and the vertically extending portions 13 of these elements are threaded and adapted for the reception of threaded retaining elements 14.

Having thus described the invention what is claimed as new is:—

1. A seat for rails comprising a base having an upright flange on one side of the rail, and cut to conform to the side of the rail, and two upright flanges upon the opposite side of the rail spaced apart to include a chamber, and said chamber having its open face provided with a longitudinally extending member having openings, and securing

elements engaging the said openings and the web of the rail.

2. A seat for rails, comprising a base having an upright flange on one side of the rail, and cut to conform to the side of the rail, and two upright flanges on the other side of the rail spaced apart to include a chamber, said chamber having its open face provided with a longitudinally extending member,

means for connecting the member and the rail, and a removable top for the chamber.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES A. TILLY.

Witnesses:

CLIFTON VOSE,

COURTNEY W. TOLLEY.