

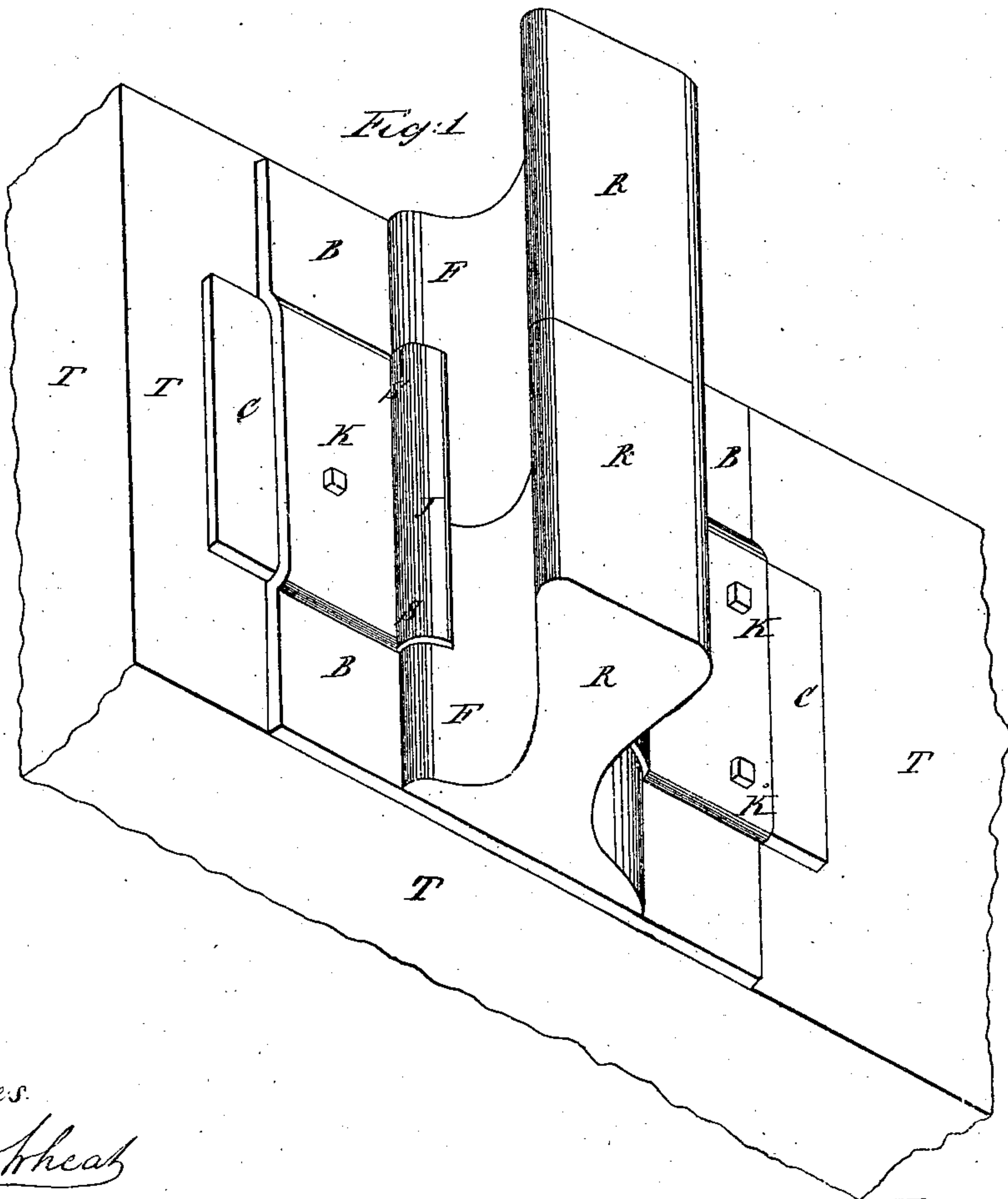
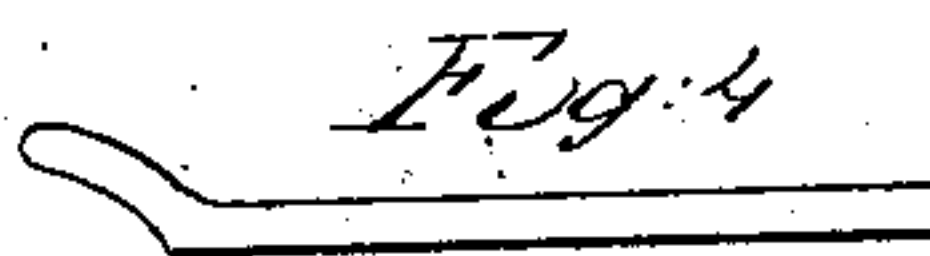
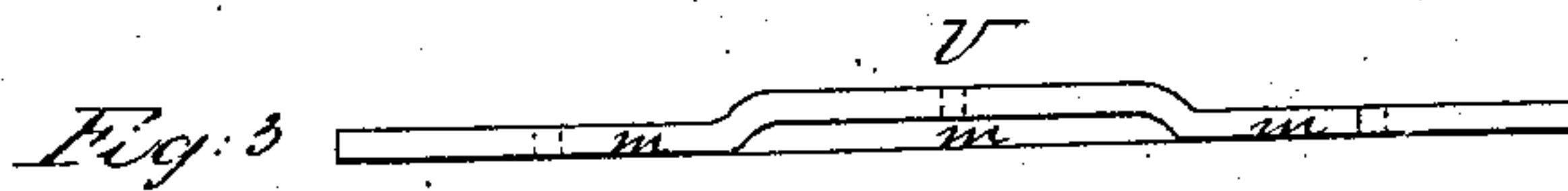
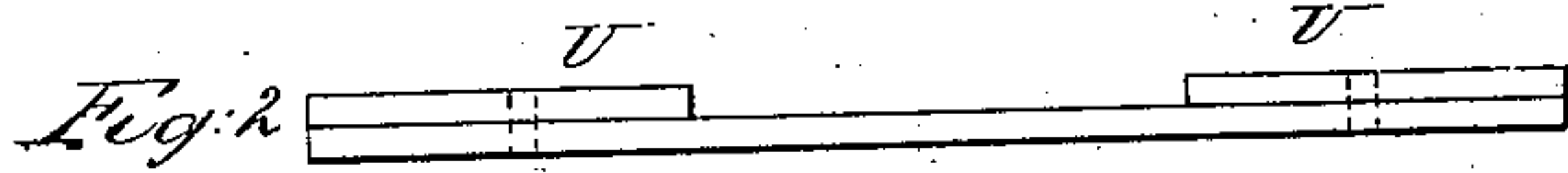
NOT FOR PUBLICATION  
IN ANY FORM

W.B. Dunning.

Railroad Chair.

N<sup>o</sup> 24,289.

Patented Jun. 7, 1859.



Witnesses.

Lyndon Wheat

S. E. Smith

Inventor  
W. B. Dunning

# UNITED STATES PATENT OFFICE.

WILLIAM B. DUNNING, OF GENEVA, NEW YORK.

## RAILROAD-CHAIR.

Specification of Letters Patent No. 24,289, dated June 7, 1859.

*To all whom it may concern:*

Be it known that I, WM. B. DUNNING, of the village of Geneva, town of Seneca, county of Ontario, and State of New York, have invented a new and Improved Rail-Chair for Securing in the Best Manner the Rails on Railroads in Their Proper Places; and I do hereby declare that the following is an exact and full description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon.

The nature of the invention consists in using a bedplate on the tie so shaped with slots and raised portions in connection with clamps so combined as to hold the rail more firmly in its place than any device heretofore in use has been able to do.

An inspection of the accompanying drawings will at once suggest the method by which this result is accomplished but to enable any practical mechanic to construct the same I give a full description which is as follows.

Figure 1 in the drawings represents in combination the bedplate, the clamps, two or more in number, a part of the tie on which the bedplate and clamps are spiked down, and a part of the rails as they are held in their places by the projecting jaws of the clamps as they protrude through slots in the bedplate T the tie in part, R, R, two portions or ends of the rails resting on the bedplate U, U, U, U, a portion of which last is so raised up in shape as to admit under its sides the clamps C, C, and bear down their outer portion on the tie while their jaws which are seen at J, protrude through the slots S, S, in the bedplate and rest upon the flange F of the rail thereby confining the rail with a power proportioned to the strength of the materials and the force with which the spikes K K K are driven home through corresponding holes in the bedplates and clamps.

Fig. 2 gives an end view of the bedplate, U, U, being a view of the parts raised to admit portions of the clamps beneath their sides.

Fig. 3 gives a side view of the bedplate U, U, being the part raised or swaged up and *m m m* the portions of the bedplate in the same plane and resting on the tie. Fig. 4 gives a side view of one of the clamps with its bent jaw so shaped that it shall protrude through the slot in the bedplate and bear upon the flange of the rail. The bedplates I make of  $\frac{5}{8}$ th of an inch iron or other metal, but I do not confine myself to any particular thickness of iron or to any one method of manufacturing or forming these clamps or bedplates. I prefer wrought iron swaged, forged, stamped or rolled into the proper form but cast iron or other suitable metal may be used.

Such is a general description of my invention the advantages of which by its being simple in its arrangement, easy to be made, and efficient in its operation are readily seen.

What I claim therefore and for which I desire Letters Patent is as follows:

1. I claim the peculiar form of a partly raised and double slotted bedplate as described.

2. I claim also the peculiar form and position of the clamps, one part of them being confined and borne down on the tie by the weight of the rail, and all above it, and the other part, viz the jaw, resting upon the flange of the rail and holding it fast.

3. I claim the combination of the several parts as above described or their mechanical equivalent.

WM. B. DUNNING.

Witnesses:

W. F. CURRY,  
CORYDON WHEAT.