D. E. Bishop.

Railroad Chairs.

No. 24,713. Patented Jul. 12, 1859.

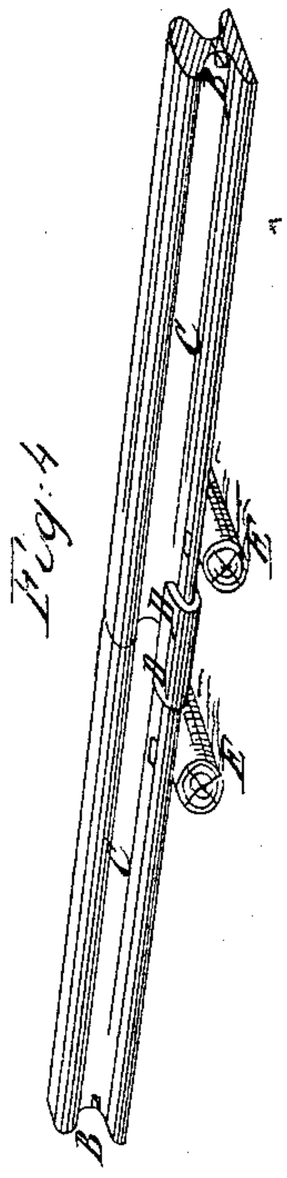
Fig. 4


Fig. 3

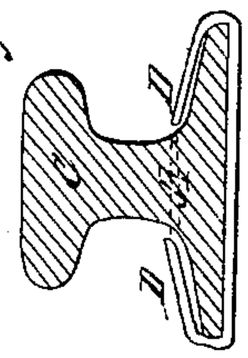
Fig. 2

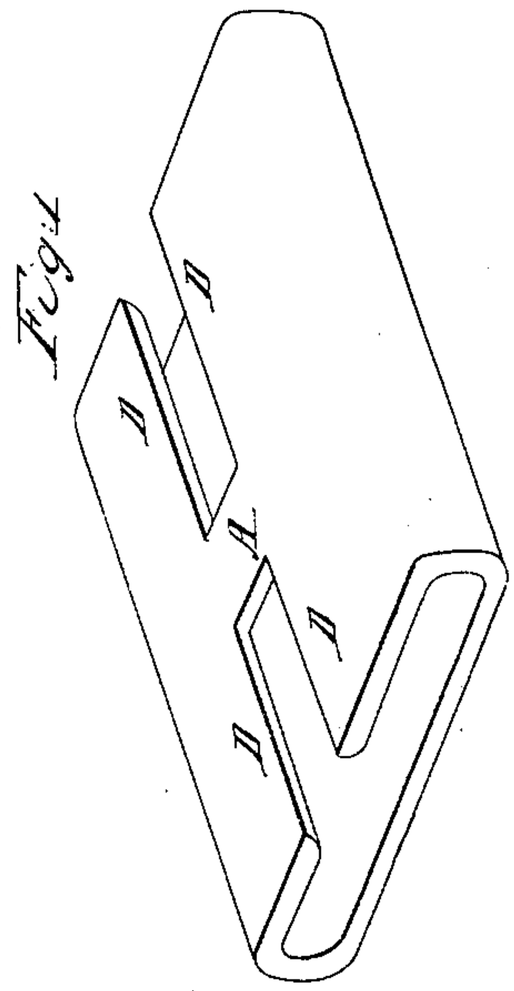
Fig. 1

Witnesses
Ainsworth Brown
S. B. Bowles

Inventor.
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UNITED STATES PATENT OFFICE.

DANIEL EDWARD BISHOP, OF NEW YORK, N. Y.

RAILROAD-CHAIR.

Specification of Letters Patent No. 24,713, dated July 12, 1859.

To all whom it may concern:

Be it known that I, DANIEL EDWARD BISHOP, of New York, in the county of New York and State of New York, have invented a new and Improved Railroad-Chair; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon.

Figure 1, represents a perspective view of the construction of my improved chair. Fig. 2, is a cross section of a rail showing the chair placed thereon previously to tightening the chair upon the rails. Fig. 3, is a perspective view of one end of a rail showing the slot in the same. Fig. 4, shows two rails in perspective with my improved chair placed thereon.

Similar letters of reference indicate like parts in the several figures.

The nature of my invention consists in forming a wrought iron chair, for uniting the ends of two rails in such manner that a continuous band will encompass the base of the rail; and on either side of this band are two flanges or lips which when the chair is placed in position on the rails, are to be driven down upon the upper surface of the base, thereby clasping or clamping the rails securely together and dispensing with wedges, bolts, etc., which are now used and which are liable to many objections.

Fig. 1, represents my improved chair which is to be manufactured of wrought, or other suitable iron. The chair consists of a bridge A, which passes through slots B, formed in the ends of the rails C, when the two rails are brought together. This bridge keeps the chair in a fixed position and assists in strengthening the rails at the junction against any vertical pressure. On each side of the chair and on each side of the bridge A, are lips D D, which encompass the neck of the rails as shown in the drawings by Fig. 2, when placed thereon. These lips D, are made so that when the chair is placed in its proper position upon the rails, they will be raised slightly above the base of the rail; the rails are then placed in their proper position for spiking down to the sleepers or cross-ties when the lips of the chairs are driven down hard upon the rail, securely uniting and retaining the ends of the rails rigidly in position. On each side of the chairs are cross-ties E, E, to which the rails are spiked, securing the whole firmly in place.

It has been found that this chair will require neither bolts nor spikes as are necessary for joining two rails in the common way; and they can be manufactured at a very reduced cost over those in common use while at the same time they retain the rails in place much longer and prevent the ends of the rails from being injured by the passage of locomotives or cars.

What I claim as my invention and desire to secure by Letters Patent, is—

The formation of a bridge A, in the center of the continuous lips D, of a railroad chair, constituting a new article of manufacture as described.

DANIEL EDWARD BISHOP.

Witnesses:

AINSWORTH BBOWN,
JOHN H. WARD.