L. SHEARER.

RAILROAD CHAIR.

No. 26.624. Patented Dec. 27, 1859.

Fig. 3.

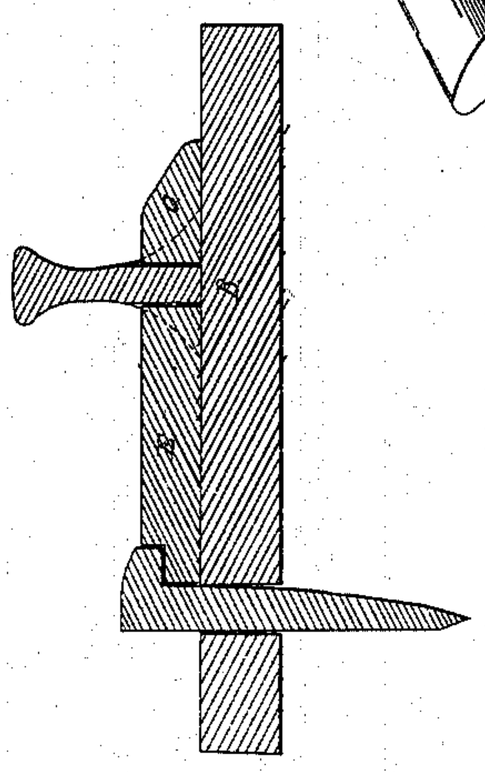


Fig. 5.

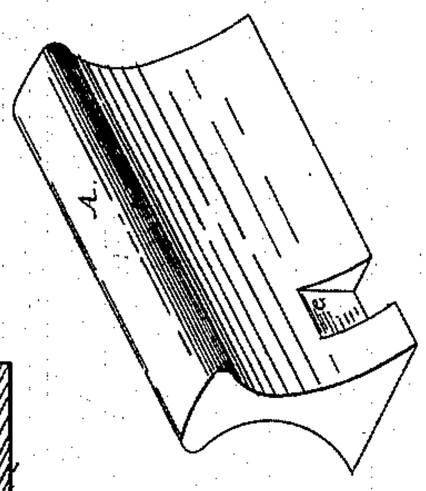


Fig. 4.

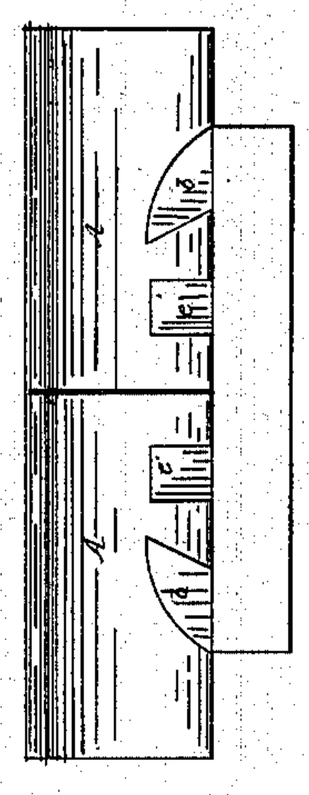


Fig. 1.

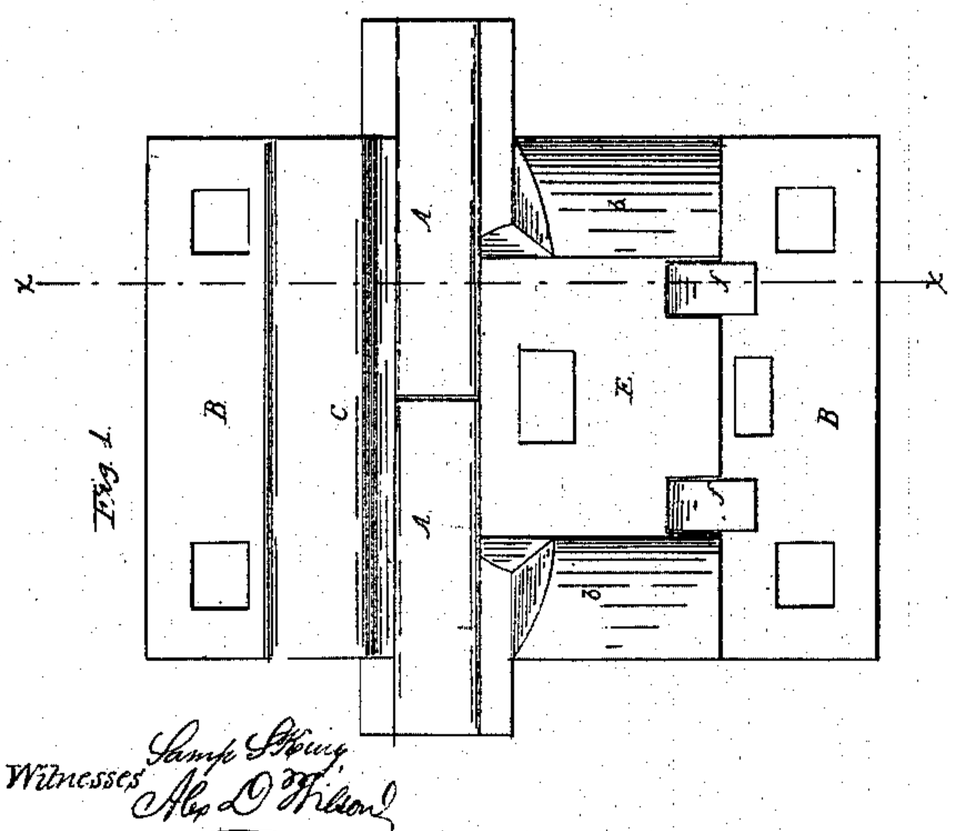
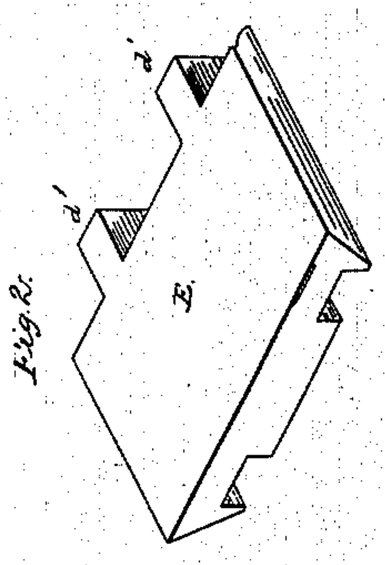


Fig. 2.



Witnesses
Samp Stirling
Alex D Wilson

Inventor
Leander Shearer

UNITED STATES PATENT OFFICE.

LEANDER SHEARER, OF DUNCANNON, PENNSYLVANIA.

RAILROAD-CHAIR.

Specification of Letters Patent No. 26,624, dated December 27, 1859.

To all whom it may concern:

Be it known that I, LEANDER SHEARER, of Duncannon, Perry county, in the State of Pennsylvania, have invented certain Improvements in Railroad-Chairs; 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 therein.

The nature of my invention consists in certain improvements in railroad chairs, as will hereinafter be more fully described, and to enable those skilled in the art to make and use my invention, I shall proceed to describe its construction and operation, for which purpose reference is made to the drawings accompanying this specification, in which—

Figure 1, represents a top view. Fig. 2, a perspective view of securing block E. Fig. 3, a vertical section at line *x x* in Fig. 1. Fig. 4, a side view without securing block E. Fig. 5, a perspective view of rail.

Similar letters denote the same parts in the different views.

In Fig. 1, B is the body, C the lip, and *b b* the ears of my improved rail road chair, all of which form one solid piece.

A A are two sections of rail with cavities *e' e'* in the lower part on both sides, which are made somewhat wider than the lugs that are designed to enter them, as will be presently more fully explained.

Between the ears *b b* is contained the sliding securing block E (seen in perspective at Fig. 2) furnished with lugs *d' d'*, similar to the lugs *d d*, which project underneath the lip C.

f f are the keying spikes, wedge shaped, and furnished with heads to overlap the securing block E where they enter the holes.

g g g g are the four holes for the spikes which secure the chair on the cross ties of the track.

To better comprehend my invention I will describe the mode in which I secure the rails A A by means of my improved chair. The body B being fastened to the ties by spikes passing through the holes *g g g g*, the rails A A are placed against the lip C, so that the cavities *e e* on the side toward the lip C interlock with its lugs *d d*. This being done, the securing block E is slid in between the ears *e e* until its lugs *d' d'* enter the cavities of the rails A A (on the side next to them), and then the whole is secured, more or less firmly, by inserting the keying spikes *f f* behind securing block E.

The cavities *e e* on both sides of the rails, though equal in height to the lugs *d d* of the lip C and the lugs *d' d'* of the block E, are greater in width, by which arrangement the rails A A are perfectly retained vertically and laterally, while they are allowed sufficient play horizontally to admit of the necessary expansion and contraction of the metal. It will also be seen that by this simple construction of my railroad chair repairs can be easily made, rails taken out without much trouble and at little expense.

What I claim as new and desire to secure by Letters Patent is—

In combination with the chair B, formed with a lip C and ears *b b*, the sliding securing block E, and lugs *d' d'* and *d d*, and cavities *e e* in the ends of the rails, the whole constructed and arranged to operate substantially as specified for the purpose set forth.

In witness whereof I have hereunto set my hand and affixed my seal this 13th day of August 1859.

LEANDER SHEARER. [L. S.]

Witnesses:
SAMP. S. KING,
ALEX. D. WILSON.