

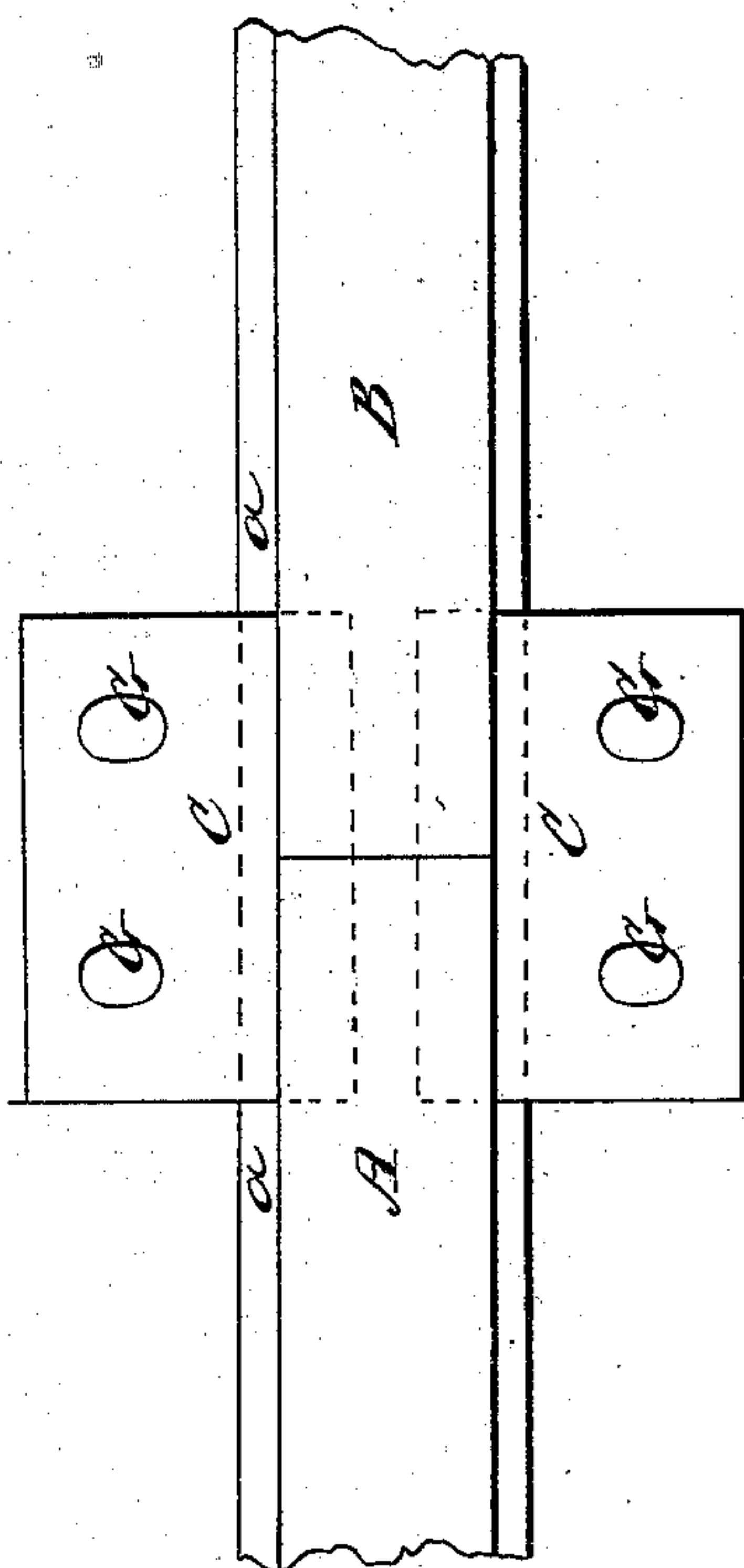
*T. Whittemore,*

*Railroad Chair,*

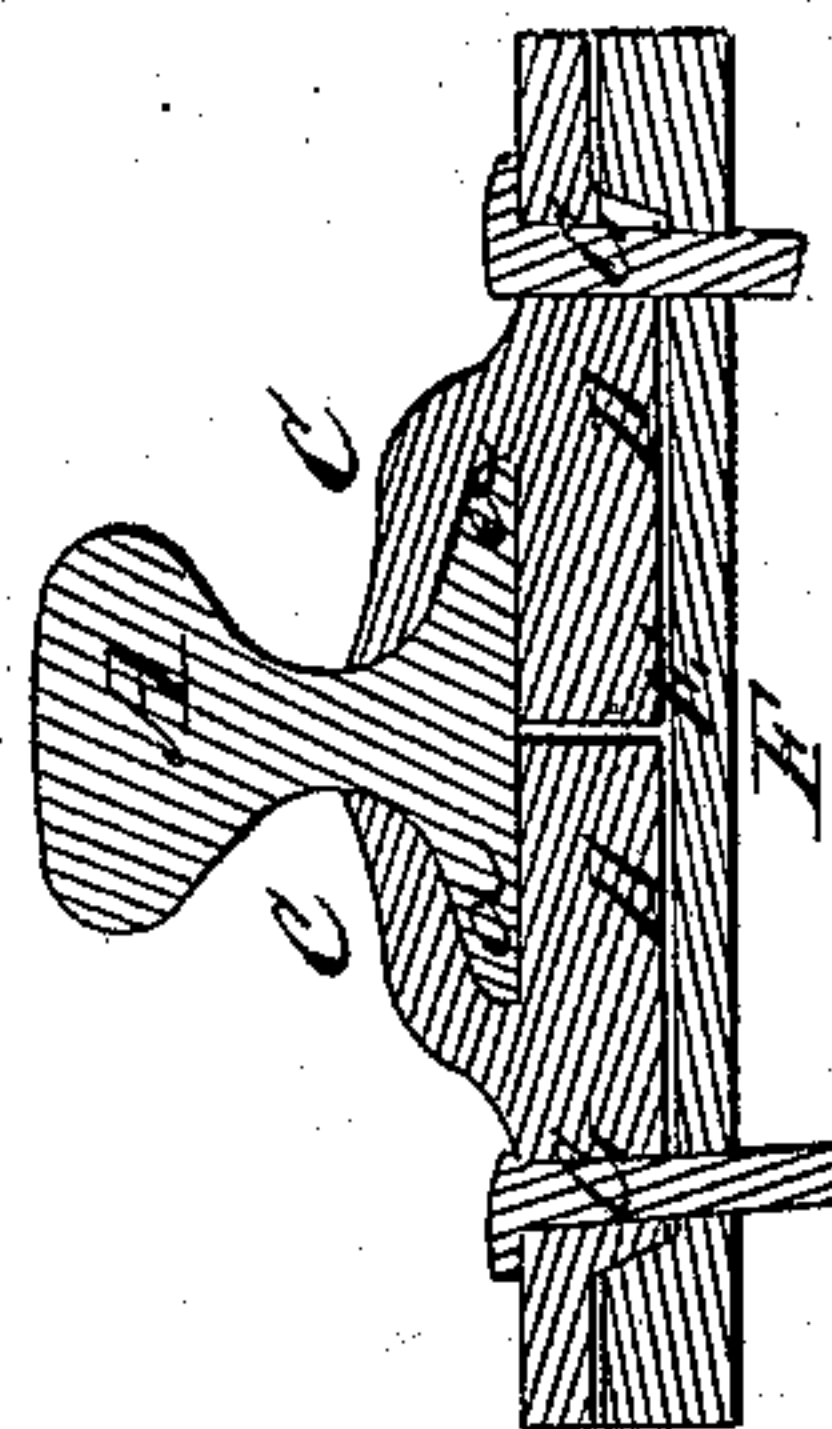
*No. 58,184,*

*Patented Sept. 18, 1866.*

*Fig. 1.*



*Fig. 2.*



*Witnesses*  
*Samuel V. Peper*  
*George Andrews*

*Inventor*  
*T. Whittemore*  
*by his attorney*  
*R. W. Eddy*

# UNITED STATES PATENT OFFICE.

THOMAS WHITTEMORE, OF CAMBRIDGEPORT, MASSACHUSETTS, ASSIGNOR  
TO EDMUND G. LUCAS, OF SAME PLACE.

## IMPROVED RAILWAY-CHAIRS.

\*Specification forming part of Letters Patent No. 58,184, dated September 18, 1866.

*To all whom it may concern:*

Be it known that I, THOMAS WHITTEMORE, of Cambridgeport, in the county of Middlesex and State of Massachusetts, have invented an Improved Railway-Chair, which I term the "Gripping-Chair," from the fact that when in use it grips and holds firmly the rail or rails; and I do hereby declare the same to be fully described in the following specification, and represented in the accompanying drawings, of which—

Figure 1 is a top view, and Fig. 2 a transverse section, of the said chair as applied to two rails at their junction or abutting ends.

The said chair is composed of two wedged jaws and a wedge-socketed base-plate, and is designed specially for supporting two rails at their abutting ends.

In the drawings, A and B are portions of two rails of a railway, they being arranged end to end, as they are in a track. They extend into the two jaws C C, each of which is formed to go both underneath and over the next adjacent base-flange *a a* of the two rails.

Each jaw has a wedge or trapezoidal shaped extension, D, projecting down from it and into a correspondingly-shaped recess or socket, E, made in the base-plate F in manner as represented. Both the jaws and the base-plate have holes made down through them for reception of spikes G G G G, for securing the chair to a sleeper or other proper part of the road-bed.

The advantage of this chair is that when the spikes are driven so as to force the wedged jaws downward, these jaws, by means of the wedges and the trapezoidal socket of the base-plate, will be crowded inward toward the rails, so as to grasp or gripe them firmly; so, while the wheel of a carriage may be running over those parts of the bearing-surfaces of the rails which are above the chair, it will force the rails downward upon the jaws, so as to cause such jaws, through the action of their wedges, to be drawn together and closely upon the rails.

By so holding the rails firmly at their juncture, they will be prevented from being worn or broken down there, as they are apt to be when supported by the ordinary chair with stationary lips.

My improved chair saves all the necessity of "fishing" the rails at the joints.

I claim—

The combination and arrangement of the two wedged jaws C C and the wedge-socketed base-plate F, constructed, arranged, and applied together substantially as and so as to operate as specified.

THOMAS WHITTEMORE.

Witnesses:

R. H. EDDY,  
F. P. HALE, Jr.