Baldwin & Blake.

Railroad Chair.

No. 66,443. Patented Jul. 9, 1867.

Fig: 1

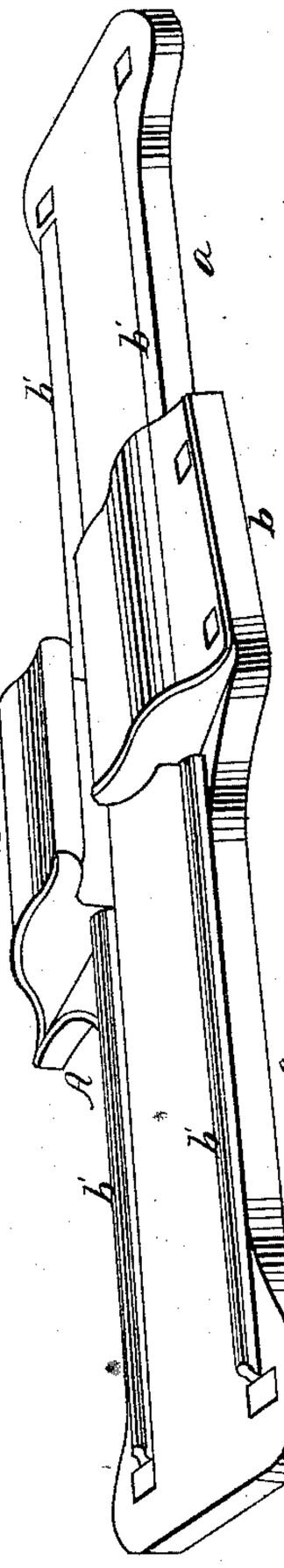

Fig: 2

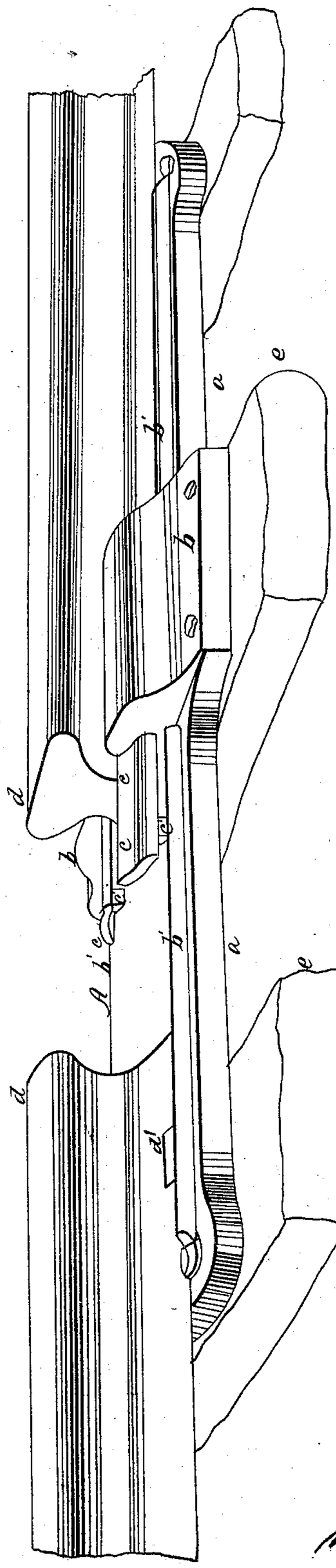

Fig: 4

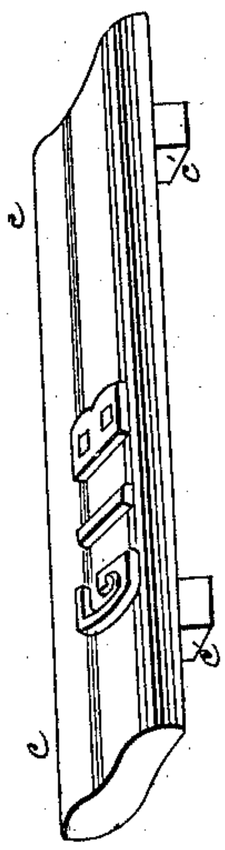

Fig: 3

Witnesses
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per
Van Santvoord & Hauff Attys

United States Patent Office.

WARNER H. BALDWIN AND JAMES H. BLAKE, OF BRANDON, VERMONT.

Letters Patent No. 66,443, *dated July* 9, 1867

IMPROVED RAILWAY-CHAIR.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that we, WARNER H. BALDWIN and JAMES H. BLAKE, of Brandon, in the county of Rutland, in the State of Vermont, have invented a new and useful Improved Railroad Extension-Chair; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawing, forming part of this specification, in which drawing—

Figure 1 represents a perspective view of the chair detached.

Figure 2 is a similar view of the chair, together with the rails and ties supporting the same.

Figure 3 is an end view of the gib detached.

Figure 4 is a perspective view of the same.

Similar letters of reference indicate corresponding parts.

This invention relates to a railroad-chair, the lips of which are wedge-shaped, to receive a correspondingly wedge-shaped gib on each side of the adjoining rails, and said gib is provided on its under surface with two or more projections, which drop into corresponding slots in the flanges of the adjoining rails in such a manner that said rails are firmly retained in position without spikes or other fastenings of the usual construction, and the operation of putting down or taking up the rails can be performed with ease and little loss of time. The bed-plate of the chair is extended to such a length that the same spans three ties, and the rails are held in place by small ribs extending to the ends of the bed-plate, or nearly so, in such a manner that greater strength and stability to the track are secured, the danger of breaking rails is materially lessened, and if a rail should break. it cannot be displaced or get away from its fastenings.

A represents a railroad-chair, which is provided with two lips *b*, projecting over the flanges of the adjoining rails *d d*. These lips are slightly tapering to receive the gibs *c*, which are also tapering, and which are provided on their bottom with projections *c'*, which drop into slots *d'* in the ends of the adjoining rails, so as to retain said rails firmly in position without spikes or other fastenings. The slots *d'* are oblong, to allow for the expansion and contraction of the rails. The bed-plate *a* of the chair A is extended to such a distance that the same spans three ties, thereby securing greater strength and stability to the track, and greatly reducing the danger of breaking rails. The rails are further secured by ribs *b'*, which extend from the ends of the lips *b* to the end of bed-plate *a*, or nearly so, as clearly shown in fig. 1 of the drawing. These rails assist in preventing the rails from getting displaced.

By this arrangement a chair is obtained which is capable of retaining the ends of the rails in a level position, thereby preventing the blows or shocks which are unavoidable if the ends of the rails are not in a perfect level; and, furthermore, the rails are secured in such a manner that they are not liable to get displaced in a lateral direction, and the wheels of the train pass over them perfectly smooth, thereby effecting a considerable saving in repairs of the running-stock, as well as in the track itself.

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

The combination of the extension-ribs *b'*, the rigid wedge-gib *c*, having lips *c'*, the chair A, with wedge-lips *b* and rails *d*, having receiving-slots *d'*, when the parts are constructed, arranged, and operating as herein represented and described.

WARNER H. BALDWIN,
JAMES H. BLAKE.

Witnesses:

E. JUNE,
JAMES LEACH.