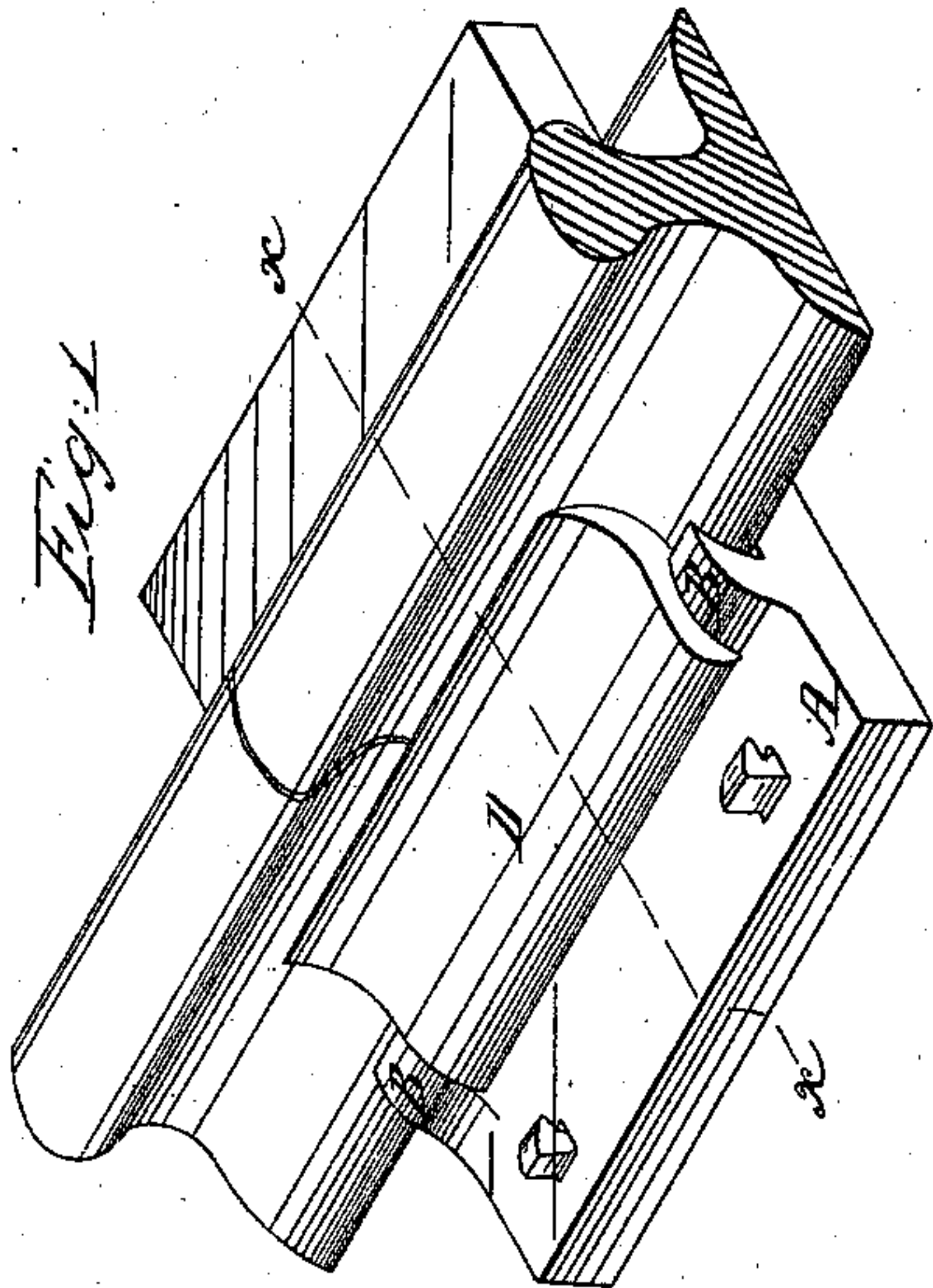
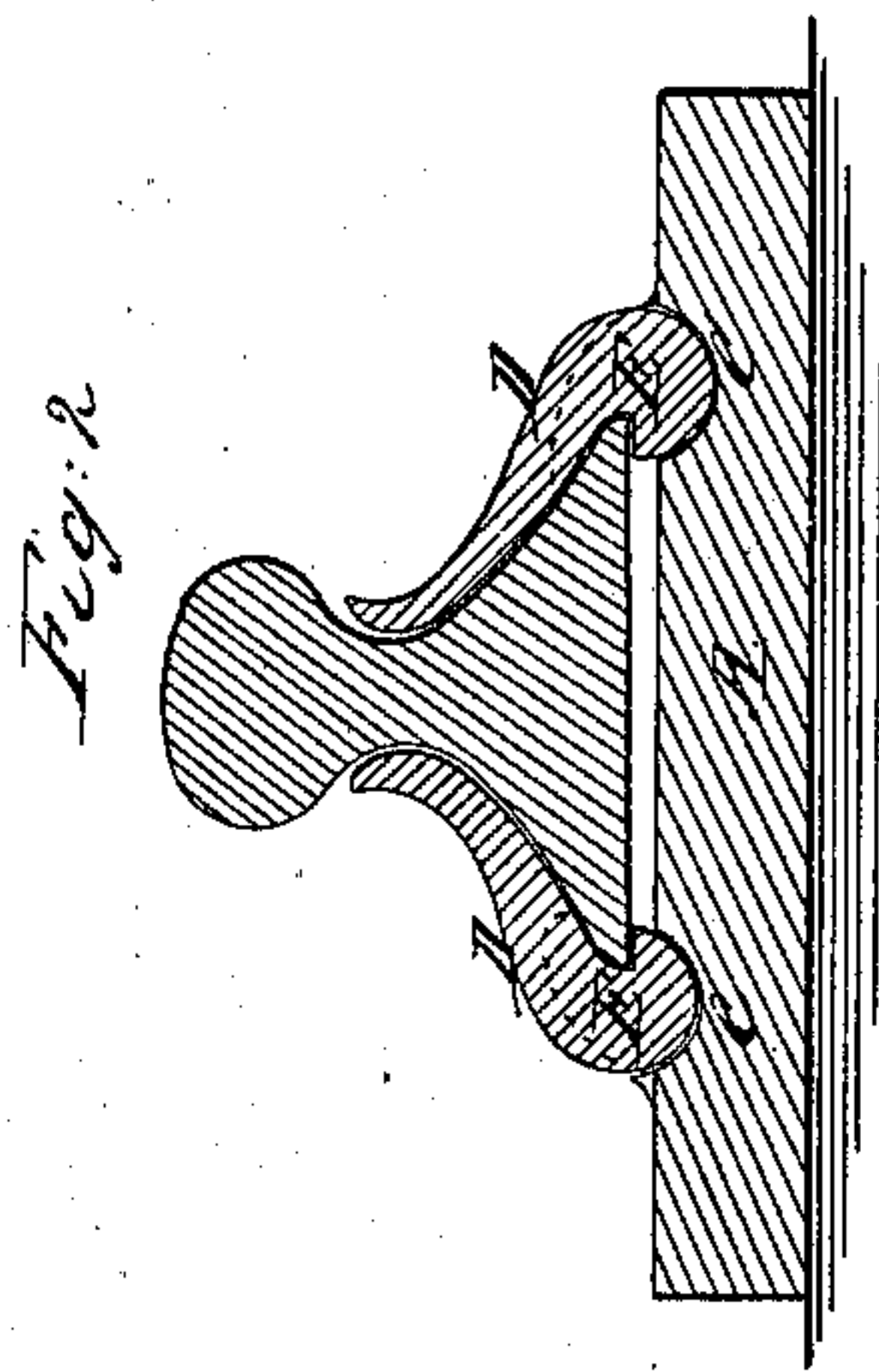


S. T. ALEXANDER.
RAILWAY CHAIR.

No. 81,573.

Patented Sept. 1, 1868.



Witnesses
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SAMUEL T. ALEXANDER, OF PITTSBURG, PENNSYLVANIA.

Letters Patent No. 81,573, dated September 1, 1868

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 I, SAMUEL T. ALEXANDER, of Pittsburg, in the county of Allegheny, and State of Pennsylvania, have invented a new and useful Improvement in Railroad-Chairs; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 represents a perspective view of my improved chair, with the ends of rails resting therein, and Figure 2 represents a cross-section of the same on the line *x x*.

Similar letters of reference indicate corresponding parts.

This invention relates to improvements in railroad-chairs, the object of which is to provide chairs that may be more cheaply constructed, and which will give better results in operation than those now in use.

It consists in a bed-plate, which is to be fastened to the tie, provided with grooves for seating clamping-pieces, which support the rail, and with lugs for preventing the said clamping-pieces from being thrown out of the grooves wherein they rest, and in the said clamping-pieces, as will be more fully described on reference to the accompanying drawings, wherein—

A represents the bed-plate of the chair, which may be formed by rolling, or by any other suitable means, and provided with the lugs B and grooves C.

D and D represent the curved flanges or lips of ordinary chairs for holding the rails in the seat, but which, according to my improvement, are made separately from the bed of the chair, and provided with round seats to fit in the grooves C. They are also provided with the angular grooves E, wherein the rail is supported, and curved on their inner faces, to fit the configuration of the rail, as shown in fig. 2.

In consequence of the curved seat of the clamping-pieces D, and the manner of supporting the rail in the grooves E, the rails will be more tightly clamped in their position as the pressure on them increases, and although the said clamping-pieces are so loosely arranged, the rails cannot be thrown out of position, nor the clamping-pieces displaced, by the springing action of the rails, arising from the action of the cars.

It will be seen that chairs of this construction may be more cheaply made, requiring less expensive means for their manufacture, and will hold the rail more securely in place while sustaining the cars.

Having thus described my invention, I claim as new, and desire to secure by Letters Patent—

A railroad-chair, composed of a bed-plate, A, and movable clamping-pieces, substantially as and for the purpose described.

SAMUEL T. ALEXANDER.

Witnesses:

ALBERT R. ELLIOTT,

ROBERT D. ALEXANDER.