

J. H. TEAHL.
Railroad Chair.

No. 93,367.

Patented Aug. 3, 1869.

Fig. 1.

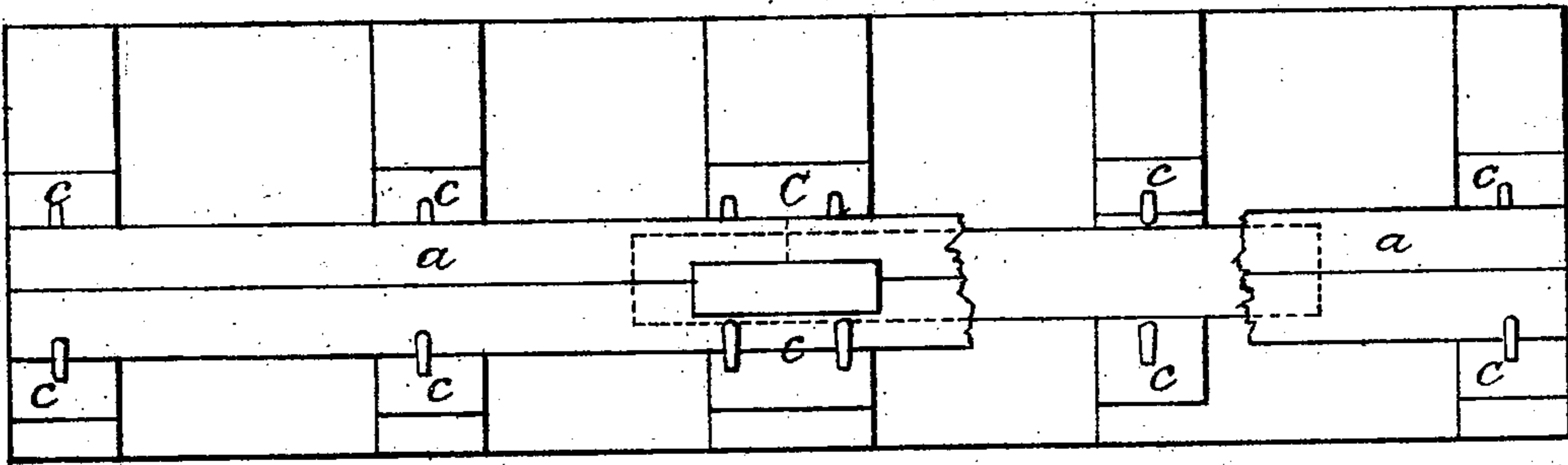


Fig. 2.

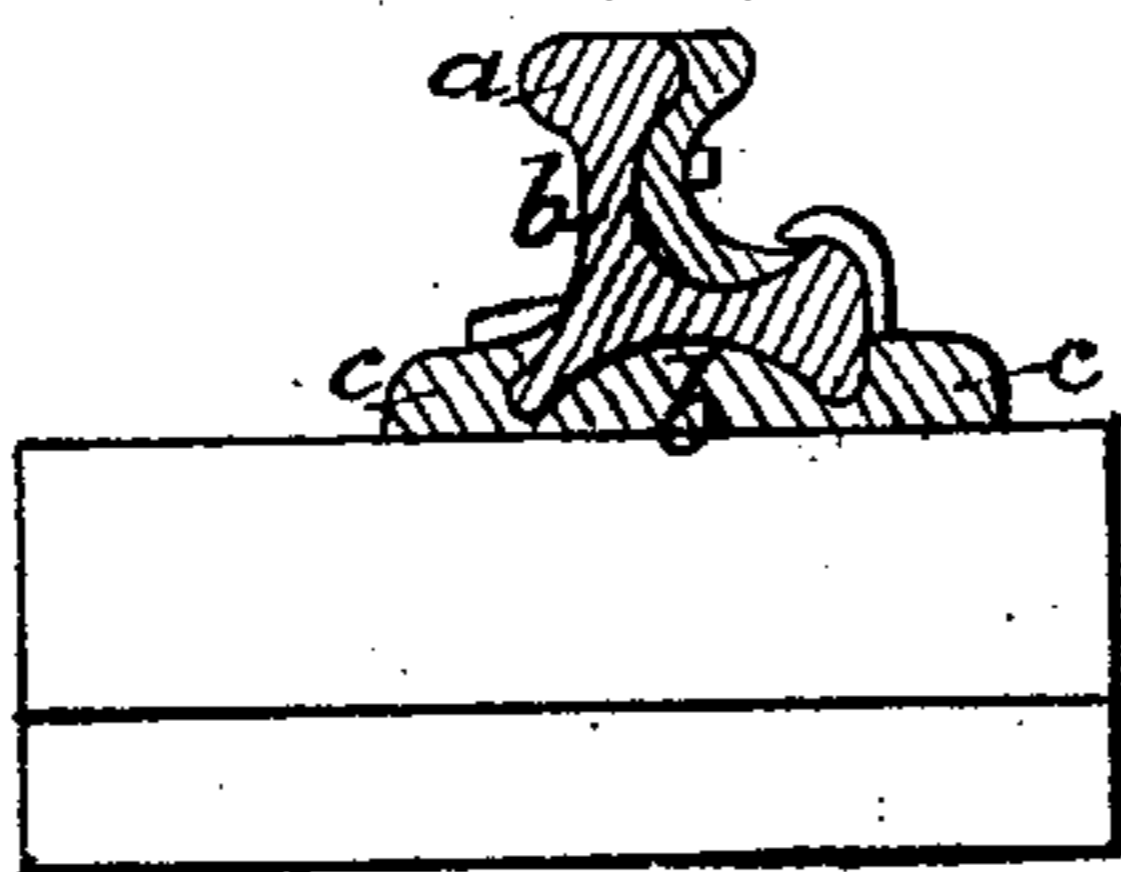


Fig. 3.

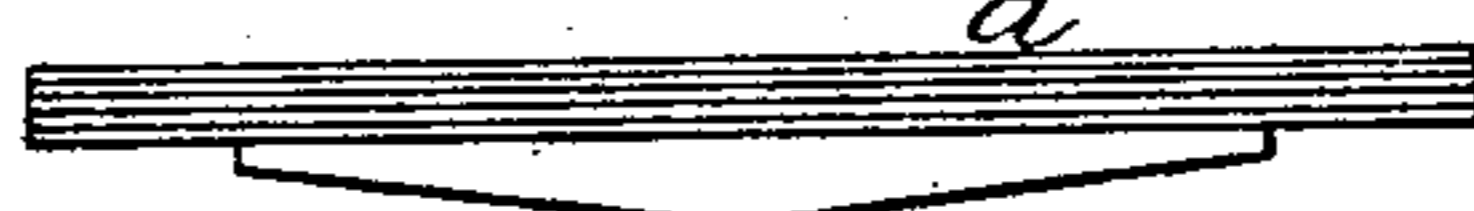
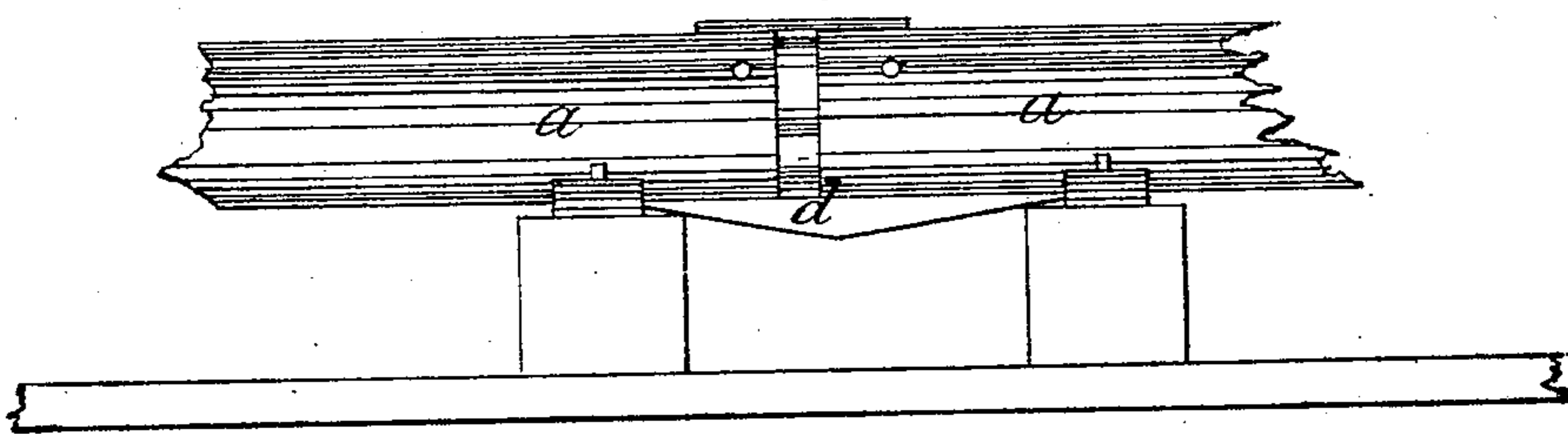


Fig. 4.



Fig. 5.



Witnesses
H. N. Miller
J. Smith

Inventor
J. H. Teahl,
Per
J. H. Alexander
Atty.

United States Patent Office.

JOHN H. TEAHL, OF EBERLY'S MILL, PENNSYLVANIA.

Letters Patent No. 93,367, dated August 3, 1869.

IMPROVED RAILWAY-RAIL 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, JOHN H. TEAHL, of Eberly's Mill, in the county of Cumberland, and State of Pennsylvania, have invented certain new and useful Improvements in Railroad-Rails; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification, and in which—

Figure 1 represents a plan view;

Figure 2, an end view;

Figure 3, a side elevation of the bed-piece;

Figure 4, an end view of the bed-piece; and

Figure 5, a side elevation of the rails, showing the bed-piece in place.

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

My invention relates to improvements in railroad-rails; and to this end,

It consists in so constructing a rail with two faces, that both faces may be at right angles to each other.

It further consists in the employment of an oval or convex chair, or bed-piece, substantially as hereinafter described.

To enable others to make and use my invention, I will now describe its construction and operation.

In the accompanying drawings, *a a* represent the rails, which are formed with two faces, each face being exactly at right angles to the other; that is, if a line is drawn from the centre of the face of each toward the base of each, it will form a right angle.

c represents the chair. This chair is made convex, so as to fit the concave formed on the rail, as seen at *b*. Instead of this mode of constructing the chair, it

may be made or formed perfectly flat on its upper side, between its flanged ends, and an independent oval or convex support or bed-piece used, as seen at *d* in figs. 3, 4, and 5. When this is done, each end of the bed-piece may rest upon a chair, and thus give additional support to the rail.

It will also be observed that the bed-piece will serve as a key, to assist in retaining the rail in position, thereby, in a great measure, obviating the dangers and accidents consequent upon the severe lateral pressure to which the rails are subjected. By constructing the rail in this manner, I am enabled to use the rail twice as long as the ordinary T-iron rail.

I am aware that rails with two faces have been heretofore used, but each face forms, with the other, an obtuse angle, which makes the bases also obtuse, and thereby renders the rail less secure than mine.

I do not, therefore, claim broadly, a rail constructed with two faces; but

What I do claim, and desire to secure by Letters Patent, is—

A railroad-rail, constructed with two bearing-surfaces, said surfaces being at right angles to each other, and formed with a concavity on the under side of that portion of the rail which rests on the sills, in combination with a convex chair, or a convex bed-piece, constructed as described, operating substantially as and for the purpose set forth.

In testimony that I claim the foregoing as my own, I affix my signature, in presence of two witnesses.

JNO. H. TEAHL.

Witnesses:

GEO. B. COLE,

JOHN M. MCCLURE.