J. A. Wilson.

Railway Stop-Chair.

No. 93779. Patented Aug. 17. 1869.

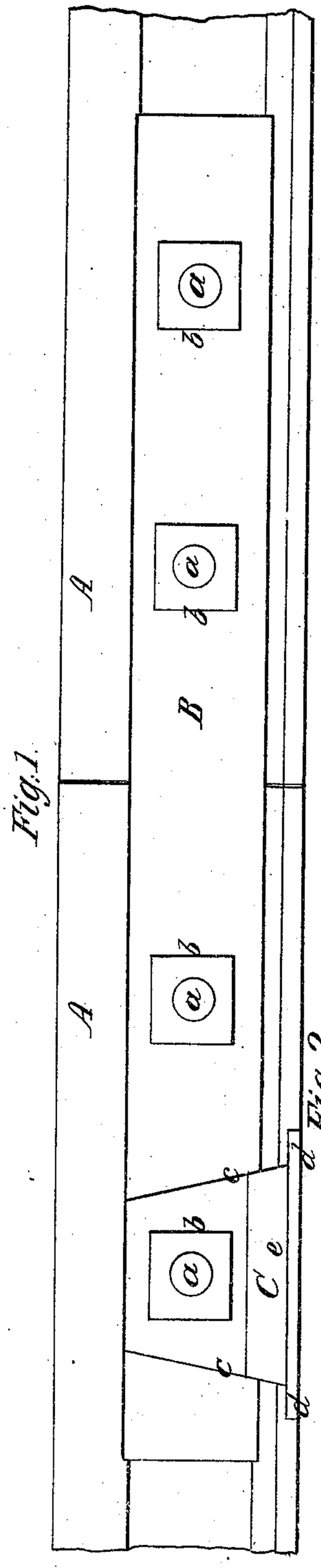

Fig. 1.

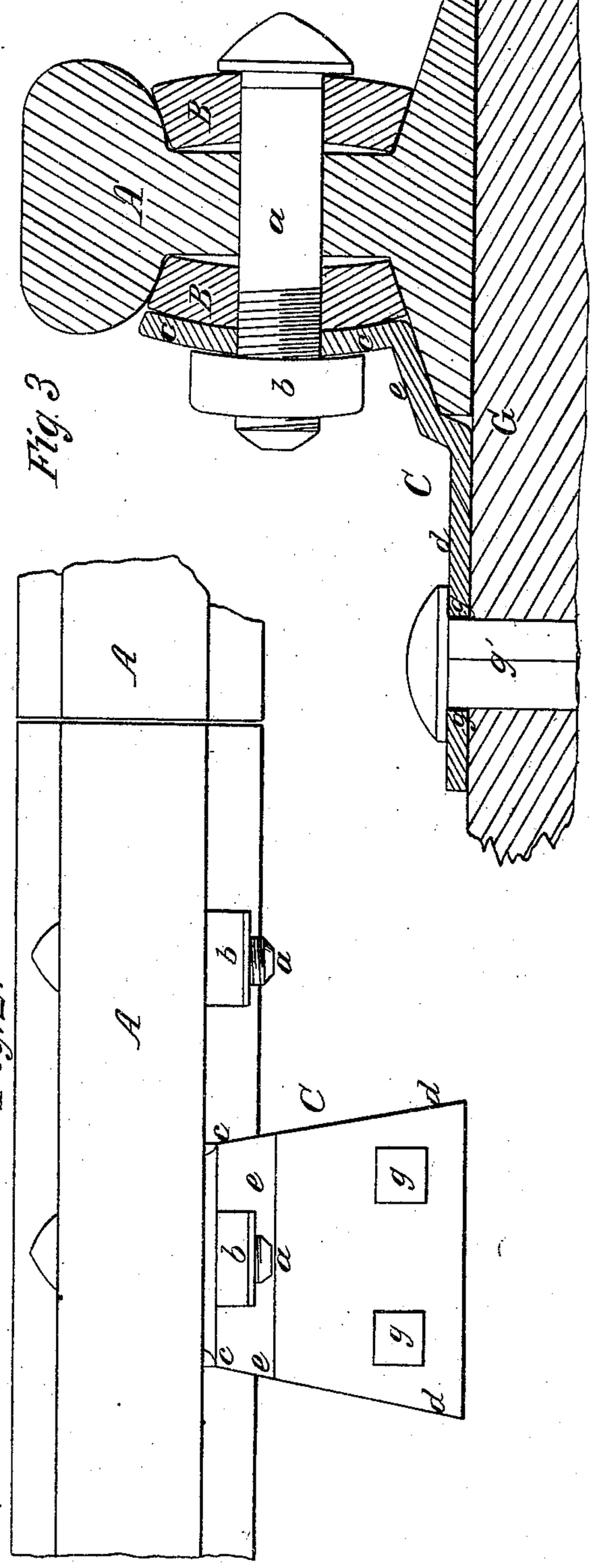

Fig. 2.

Fig. 3

Witnesses:
R. Campbell
J. A. Campbell

Inventor:
John A. Wilson
by
Mason Fenwick & Lawrence

United States Patent Office.

JOHN A. WILSON, OF ALTOONA, PENNSYLVANIA.

Letters Patent No. 93,779, *dated August* 17, 1869.

IMPROVED RAILWAY STOP-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 A. WILSON, of Altoona, in the county of Blair, and State of Pennsylvania, have invented a Stop-Chair for Railroads; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 is a side elevation of portions of two sections of railroad-rails united by fish-bars and bolts, and having one of my improved stop-chairs applied thereto.

Figure 2 is a top view of fig. 1.

Figure 3 is a cross-section taken vertically through the rail, with the stop-chair applied to it.

Similar letters of reference indicate corresponding parts in the three figures.

The object of this invention is to rigidly connect railroad-rails to their cross-ties so that any improper movement of the rails in the track will be prevented, and so that the cutting of the bases of the rails to effect this object is rendered unnecessary.

To enable others skilled in the art to understand my invention, I will describe its construction and operation.

In the accompanying drawings—

A A represent sections of railroad-rails of the well-known T-form.

B are fish-bars, which are clamped on opposite sides of two sections of rails at the joint, and held by means of bolts *a* and nuts *b*, in the usual well-known manner.

In fig. 3, G represents the cross-tie, upon which the rail A is secured.

I have thus described one very common form of railroad joint, for the purpose of showing that my improved chair is equally applicable to the rails at their joints as at any other points.

The nature of my invention consists in an angular plate, C, having a wide base-portion, *d*, through which holes *g* are made for receiving through them the spikes *g'*, that are used to secure the chair down to a cross-tie, as shown in fig. 3.

From the base-portion *d*, a lip rises, a portion, *e*, of which is fitted upon the base of the rail, while the portion *c* is fitted to the side of the fish-bar B, and perforated to receive through it the bolt *a*, by means of which, and the nut *b*, the chair is secured to the rail.

Where the chairs are applied at the joints of the rails, as shown in the drawings, the same bolts and nuts which are used for securing the fish-bars to the rails are used for securing the chairs thereto.

At intermediate points between the rail-joints, the elevated portions or lips of the chairs should be fitted to the webs or necks of the rails, and secured by bolts, or in any other suitable manner, to the rails.

It will be seen, from the above description, that I have produced a stop-chair by means of which rails can be rigidly secured to their cross-ties without cutting away any part of the bases of the rails.

These chairs will be made either of wrought or cast-metal, of such form, size, and angles as are found best suited to the style of the rail or splice-bar for which they are intended.

Having described my invention,

What I claim as a new and improved article of manufacture, is—

A railroad stop-chair, consisting of parts *c d e*, as herein set forth.

JOHN A. WILSON.

Witnesses:
I. R. BINGAMAN,
RUFUS M. SMITH.