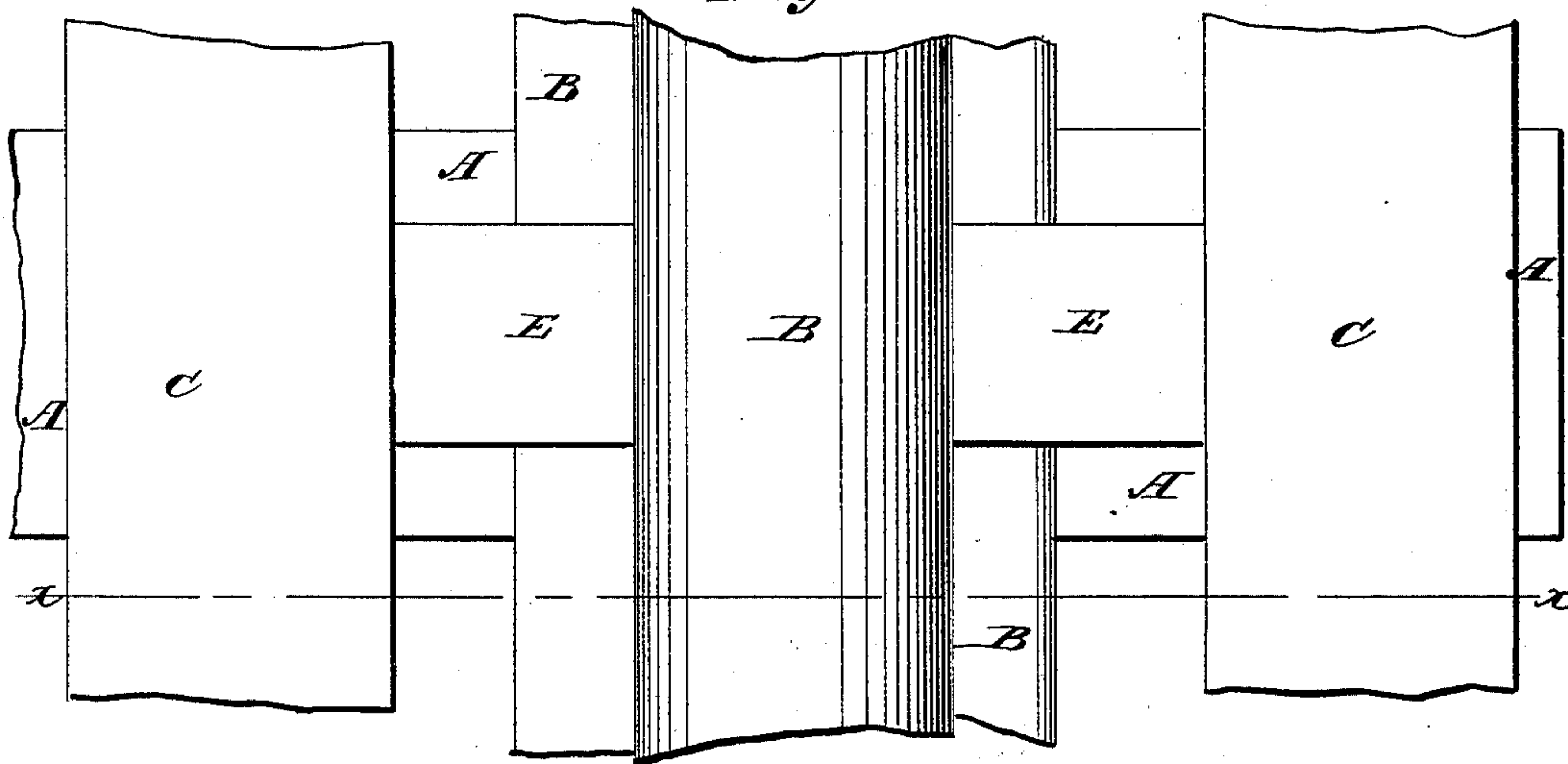


G. L. MACK.  
Elastic Seat for Railway-Rail.

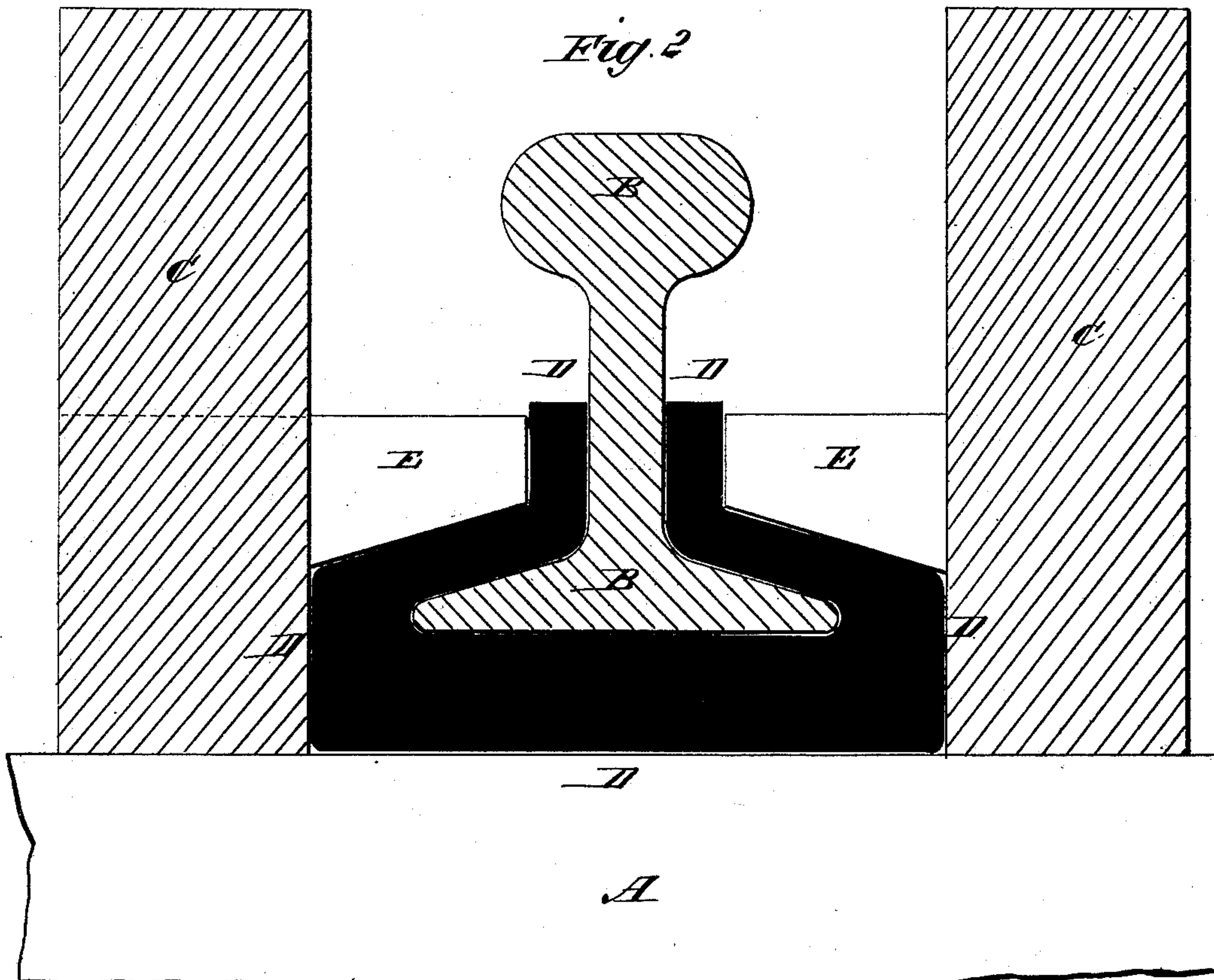
No. 223,052.

Patented Dec. 30, 1879.

*Fig. 1.*



*Fig. 2.*



WITNESSES:

*A. M. Andle.*  
*C. Sedgwick*

INVENTOR:

*G. L. Mack*  
*Mumfco*

BY

ATTORNEYS.

# UNITED STATES PATENT OFFICE

GEORGE L. MACK, OF DETROIT, MICHIGAN.

## IMPROVEMENT IN ELASTIC SEATS FOR RAILWAY-RAILS.

Specification forming part of Letters Patent No. **223,052**, dated December 30, 1879; application filed November 29, 1878.

*To all whom it may concern:*

Be it known that I, GEORGE L. MACK, of Detroit, in the county of Wayne and State of Michigan, have invented a new and useful Improvement in Elastic Seats for Railroad-Rails, of which the following is a specification.

Figure 1 is a top view of a portion of a railroad-rail to which my improved seat has been applied. Fig. 2 is a cross-section of the same, taken through the line *x x*, Fig. 1.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish elastic seats for railroad-rails, which shall be so constructed as to prevent any vibrations from being communicated from the rails to the road-bed of a railroad-track, and thus deaden the noise caused by a passing train.

The invention will first be described in connection with the drawings, and then pointed out in the claim.

A represents the tie, B the rail, and C the guard-rails, of a railroad-track. D is the rail-seat, which is made of vulcanized rubber or other equivalent material, which is so formed as to fit upon the base of the rail B, and which is placed upon or let into the tie A, as may be desired.

The seats D are secured in place upon the ties A and rails B by blocks E, placed upon them and bolted to the guard-rails C or to the ties A; or the seats D may be secured in place by spikes made with suitably-shaped heads.

The base of the seats D should be made thicker than their upper parts, and their thickness must depend upon the weight of the rails B and of the trains that are to pass over the road.

With this construction no wood or metal will be in contact with the rails, and consequently no vibrations can be communicated from the rails to the road-bed, so that the noise caused by passing trains will be effectually deadened.

I am aware that it is not new, broadly, to interpose an elastic chair or cushion between the tie and the rail.

I claim—

A railway-rail chair formed of rubber into the proper shape to receive the base of rail and overlap the upper sides, substantially as shown and described.

GEO. L. MACK.

Witnesses:

S. S. BABCOCK,  
H. F. WILLIAMS.