(No Model.)

W. W. DAWLEY.

RAILROAD CHAIR.

No. 256,984. Patented Apr. 25, 1882.

Fig. 1.

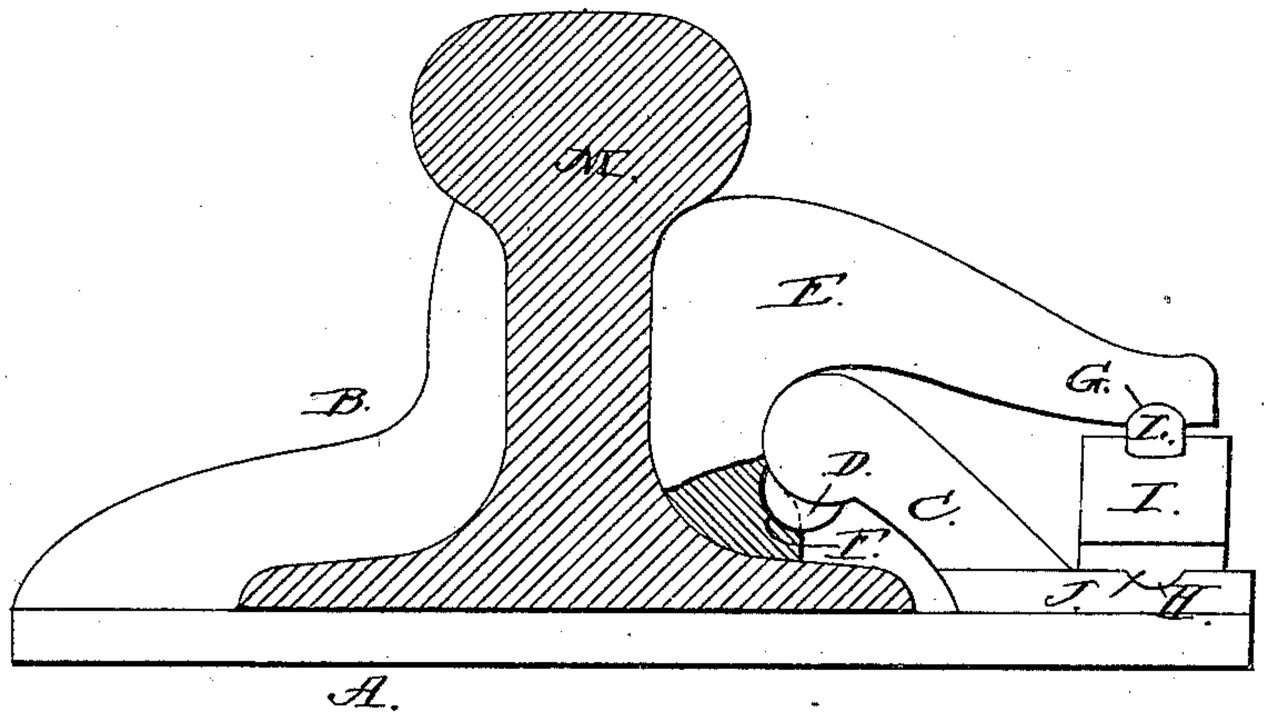


Fig. 2.

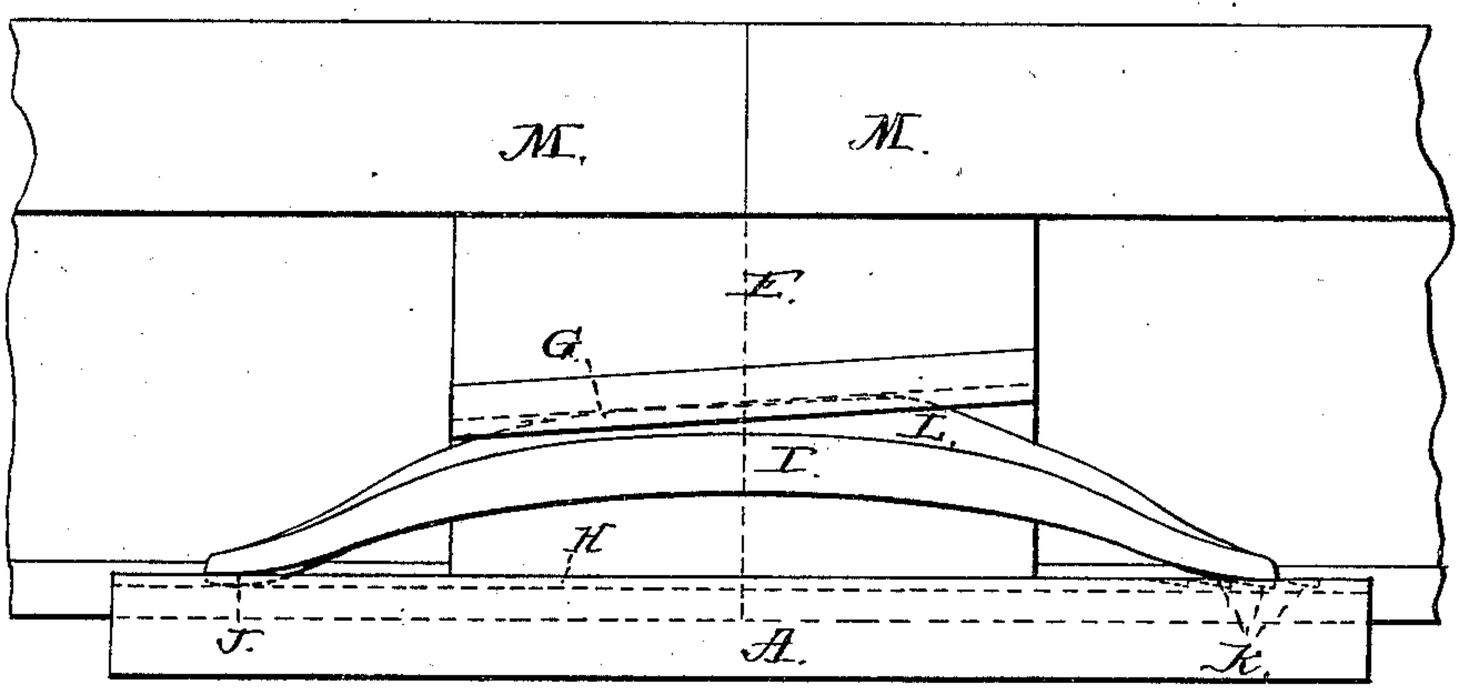


Fig. 3.

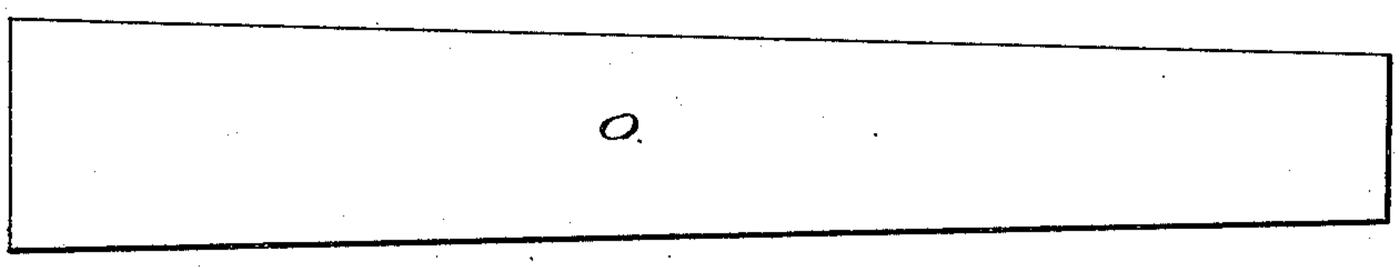
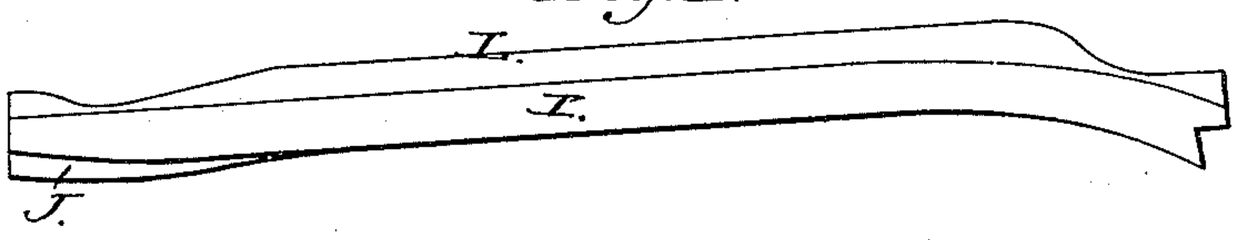


Fig. 4.



WITNESSES

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UNITED STATES PATENT OFFICE.

WILLIAM W. DAWLEY, OF MOUNT HOLLY, VERMONT.

RAILROAD-CHAIR.

SPECIFICATION forming part of Letters Patent No. 256,984, dated April 25, 1882.

Application filed October 1, 1881. (No model.)

To all whom it may concern:

Be it known that I, W. W. DAWLEY, a citizen of the United States, resident at Mount Holly, in the county of Rutland and State of Vermont, have invented a new and valuable Improvement in Railroad-Chairs; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of an end view of my invention, partly in section. Fig. 2 is a side view of the same, and Figs. 3 and 4 are modifications.

This invention has relation to railroad-chairs; and it consists in the novel arrangement and construction of the base-plate, cheek-piece, abutment cam-piece, spring-key, and rails, as will be hereinafter fully described, and particularly pointed out in the claim.

Referring by letter to the accompanying drawings, A designates the base of the chair, having the usual spike-holes, the cheek-piece B, and the abutment C, having the stud D.

E designates a grooved removable cam-piece having a recess, F, for the reception of the stud D. The groove G of the cam-piece E is made in the under face thereof, near the outer edge of the same, and comes directly over a parallel groove, H, in the upper face of the base-plate A, as shown. A spring-key, I, preferably of steel, has a guide, J, on its under face to fit the groove H in the base-plate A, and is rabbeted at the other end to fit transverse recesses K in the base-plate A.

The spring-key I is arched, as shown, and has a guide, L, at or near its middle to fit the groove G in the cam-piece E. The abutment C inclines upward toward the web of the rails M M, and is rounded or beaded at its inner edge, as shown. The spring-key I is introduced into the groove H and moved along until the guide L has reached its destination and the rabbeted end of the spring-key I has been sprung into one of the transverse recesses K, whereby the cam-piece E is locked against the webs of the rails at the junction thereof. As a modification of the spring-key I, a wedge, O, may be driven into the grooves G and H to lock the cam-piece, and thus hold the rails in place in the chairs.

In case a rail should be broken, the chairs, which may be carried on the engine, may be employed to mend the broken rail, and this mending may be performed without the aid of spikes, as the broken ends will be firmly held by the chair in all respects, except that of permitting both ends of the broken portion to rise and fall simultaneously under pressure and relief as the train passes.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—

In a railroad-chair, the base-plate A, having cheek-piece B, groove H, provided with transverse recesses K, the abutment C, having stud D, in combination with the grooved removable cam-piece E, having recess F, and the spring-key I, having guides L and J and the rabbeted end, substantially as and for the purposes set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

WILLIAM W. DAWLEY.

Witnesses:

JOHN A. HENNETT,

HENRY M. TAYLOR.