

(No Model.)

C. ARMSTRONG & G. ABBOTT.

CHAIR FOR RAILROAD RAILS.

No. 272,617.

Patented Feb. 20, 1883.

fig 1

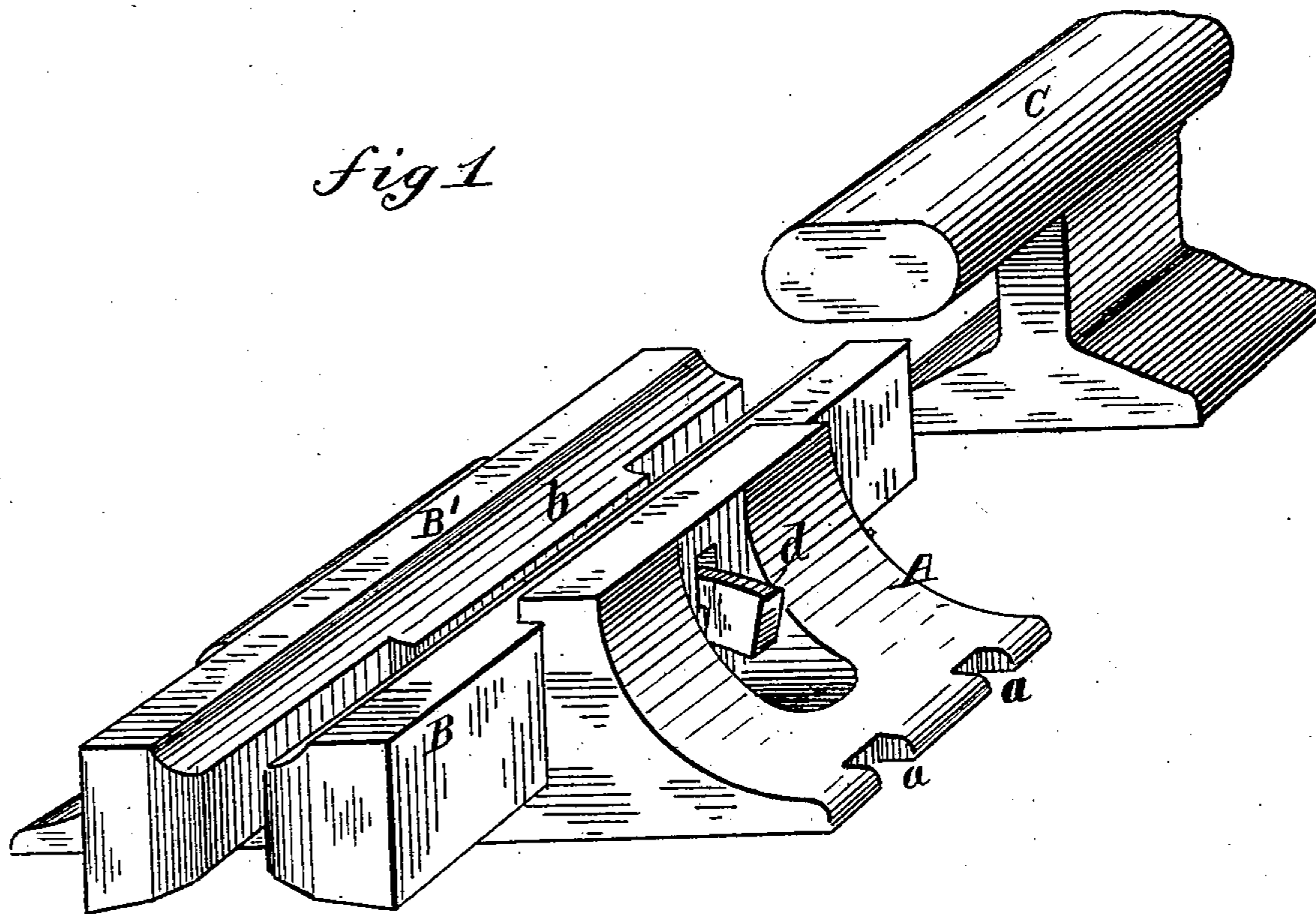
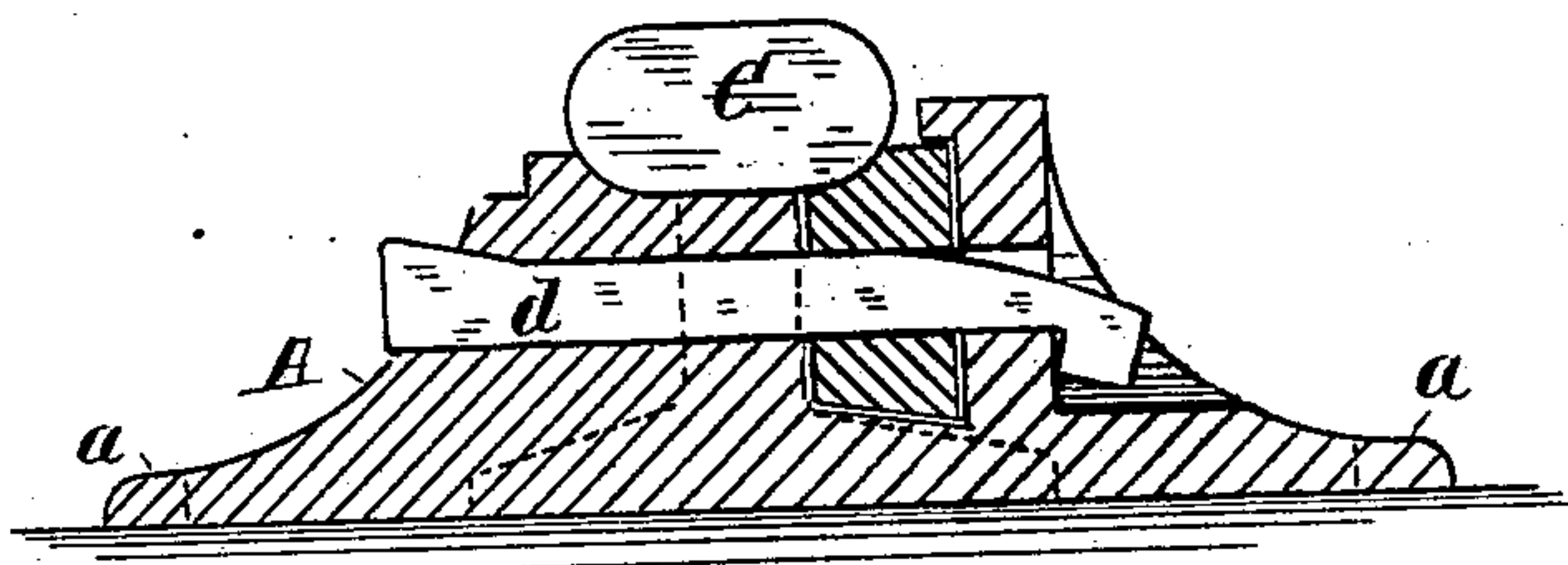


fig 2



WITNESSES:

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UNITED STATES PATENT OFFICE.

CHARLES ARMSTRONG AND GEORGE ABBOTT, OF GALVESTON, TEXAS.

CHAIR FOR RAILROAD-RAILS.

SPECIFICATION forming part of Letters Patent No. 272,617, dated February 20, 1883.

Application filed June 26, 1882. (No model.)

To all whom it may concern:

Be it known that we, CHARLES ARMSTRONG and GEORGE ABBOTT, both of Galveston, in the county of Galveston and State of Texas, have invented a new and useful Improvement in Chairs for Railroad-Rails, of which the following is a full, clear, and exact description.

The object of our invention is to provide a rail-chair that shall hold the rails firmly and solidly at the joints, and allow the expansion and contraction of the rails between the several chairs, so as to prevent creeping of the rails.

It consists in the chair hereinafter described and claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a perspective view of our improved rail-chair. Fig. 2 is a cross-section of the chair with the rails in position.

A is the body of the chair, it being of cast metal and formed with slots *a a* for receiving the spikes by which the chair is secured to the ties.

B B' are straps of wrought-iron, fitted within the body of the chair in position for receiving the webs of the rails between the projecting ends, and formed on their upper sides with the concave surfaces *b*, that are shaped for receiving the heads of the rails singly. The strap B' is fixed to the chair-body A, while the strap B is received in a recess formed in the chair, so that it may be inserted endwise after the rails are put in place, or withdrawn in the same manner for disconnection of the rails. A

key, *d*, passing through the chair-body and the two straps B B', serves to retain the sliding strap B in place, and this key is formed at its smaller end with a shoulder, which, being bent down, prevents withdrawal of the key.

The rails shown at C have their webs and flanges cut away a short distance from the ends of the rails, so that the heads of the rail project for passing upon the concave surfaces *b* of the straps, while the projecting ends of the straps pass at the sides of the webs and above the flanges. In this manner the rails are held firmly both laterally and vertically, so that they are kept level at the joint and any sagging is prevented. At the same time endwise movement of the rails by expansion or contraction is not hindered, and the chairs being fastened to the ties, the expansion and contraction will take place entirely between the several chairs.

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

1. The rail-chair consisting of the body A, the fixed strap B', and loose strap B, held in place by a cross-key, substantially as shown and described.

2. In rail-chairs, the combination of the straps B B', formed with the concave upper edges, with the body A of the rail-chair, and rails C, having the rabbeted ends, substantially as shown and described.

CHARLES ARMSTRONG,
GEORGE ABBOTT.

Witnesses:

ED. JACOBS,

LEWIS HARRISON RENO FOULK.