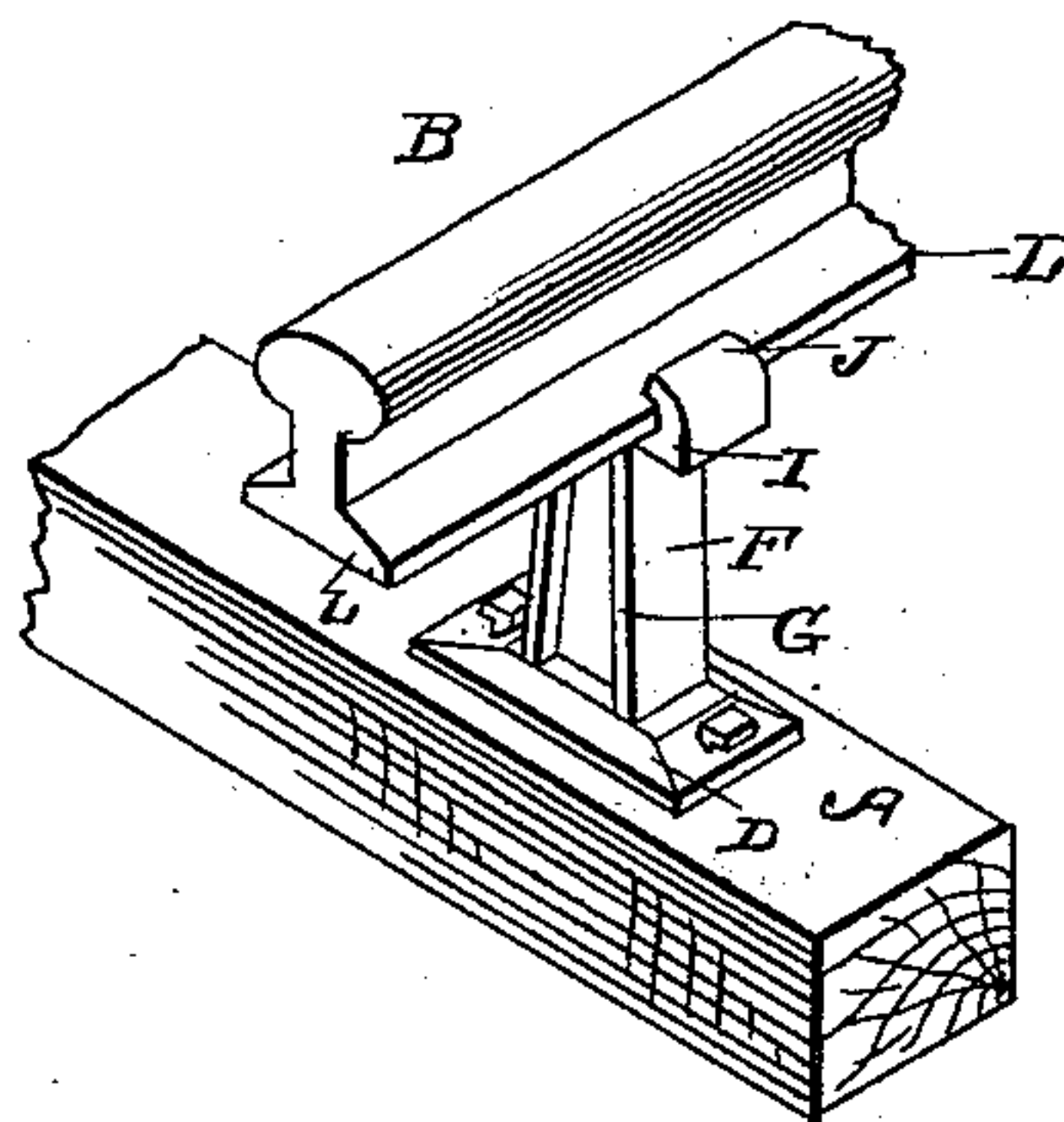
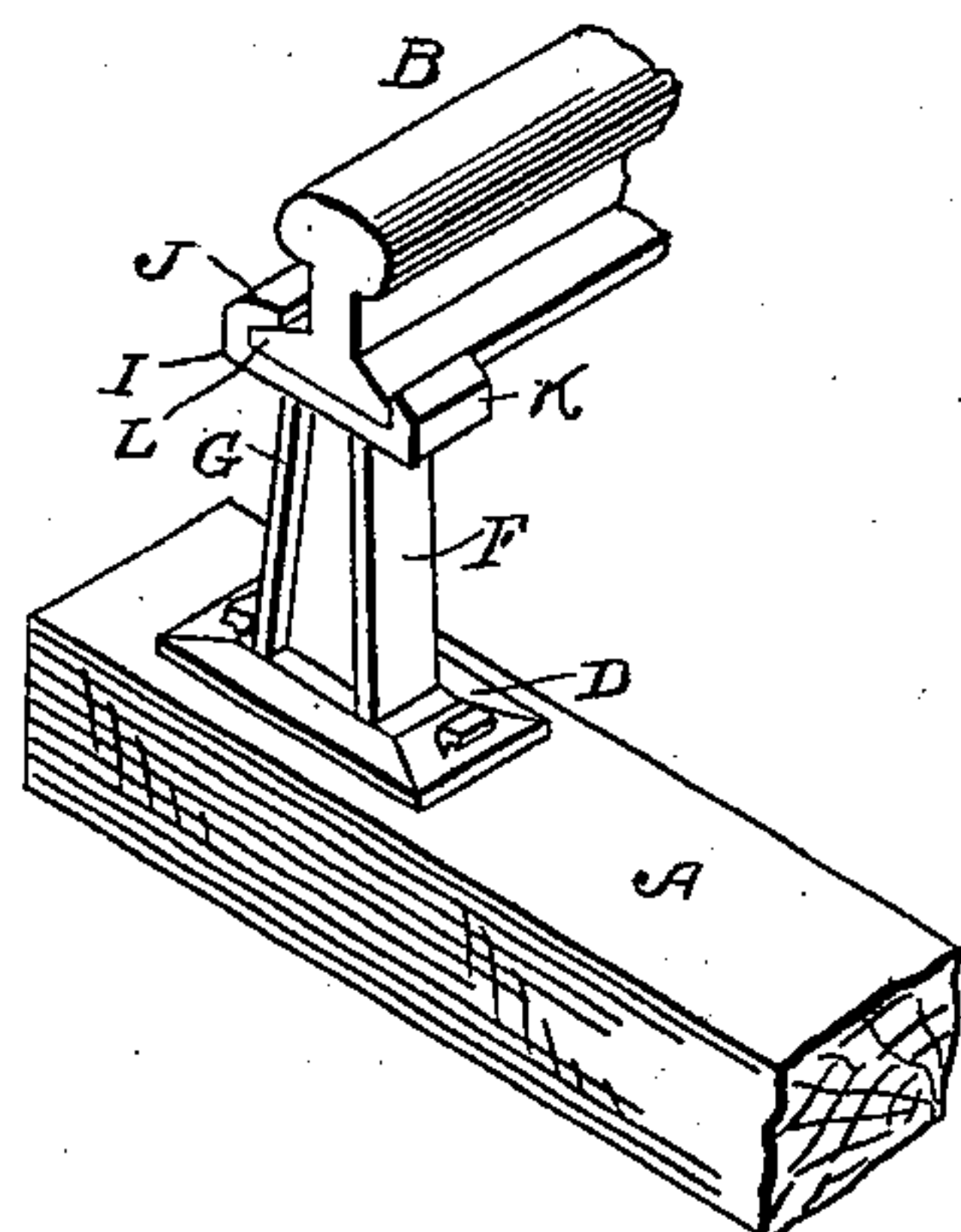
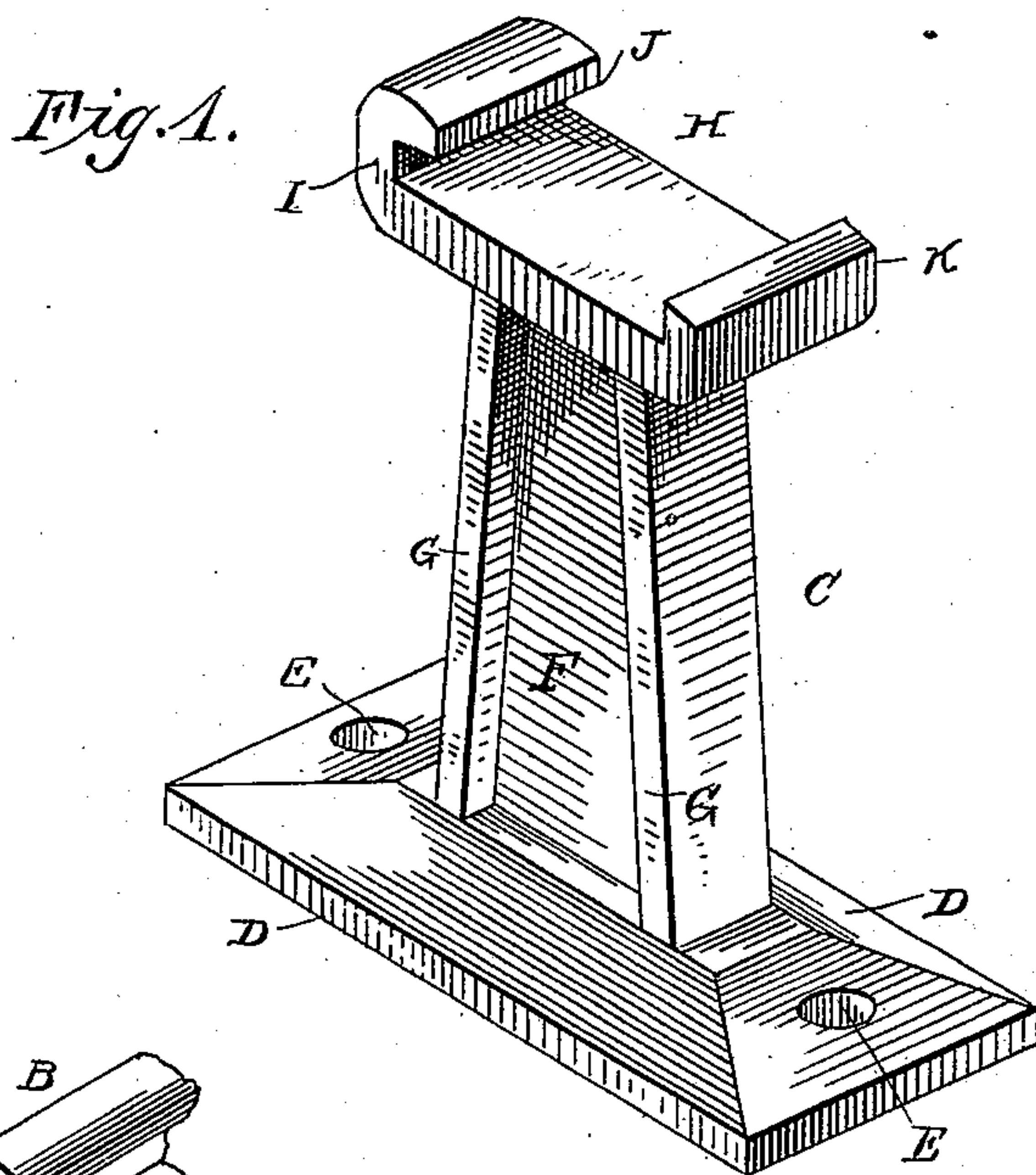


(No Model.)

B. F. CURTIS.
STREET RAILROAD CHAIR.

No. 312,259.

Patented Feb. 17, 1885.



WITNESSES

M. Mortimer.
E. S. Siggers.

B. F. Curtis,
INVENTOR

by *C. A. Snow & Co.*
Attorneys

UNITED STATES PATENT OFFICE.

BENJAMIN F. CURTIS, OF ATLANTA, GEORGIA.

STREET-RAILROAD CHAIR.

SPECIFICATION forming part of Letters Patent No. 312,259, dated February 17, 1885.

Application filed July 10, 1884. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN F. CURTIS, a citizen of the United States, residing at Atlanta, in the county of Fulton and State of Georgia, have invented a new and useful Street-Railroad Chair, of which the following is a specification, reference being had to the accompanying drawings.

This invention has relation to rail-chairs for street-railroads; and it has for its object to provide a rail-chair that will securely hold the track-rails of a street-railroad in place without the employment of wooden or other stringers, as is now commonly practiced; and the invention consists in the construction and novel arrangement of parts, as will be hereinafter fully described, and particularly pointed out in the claims.

In the drawings, Figure 1 is a view in perspective of a railroad-chair embodying my improvements; and Fig. 2 is a view in perspective of a rail in place in the chairs, the latter being shown spiked to the ties.

Referring by letter to the accompanying drawings, A designates the ties, and B one of the T-rails, of a street-railroad.

C designates the improved railroad-chair, which is made of cast-iron. This chair is provided with a base-piece, D, having holes E E, through which the chair is secured to the tie A, which may be either of wood or stone, by bolts or spikes, or in any other suitable manner.

F is the web of the chair, which is flanged at its edges, as shown at G G, to give it greater strength. The top H of the chair is provided with a cheek, I, at one (the outer) end, having an inwardly-projecting flange, J, which extends over the foot of the rail B, as shown. The other end of the top portion, H, of the chair has a short cheek, K, provided with a vertical inner face, but has no flange.

The flanged cheek I J clamps the foot of the rail B, and the cheek K prevents the rail from slipping from place. The rail is tipped and the outer flange of the foot L is entered under the flange J of the cheek I, and the rail is then let down to its place between the cheeks of the chair. By using chairs of this construction the stringers now used are dispensed with and the chairs secured directly to the ties. The chairs are all cast alike, but are placed on the ties in positions one the reverse of the other—i. e., the cheeks I, having the flanges J, will be outside of the track-rails, or farthest from each other. These chairs will hold the rail perfectly secure and steady. The ties in practice are embedded in the ground. As the rails are not spiked, they may be readily removed and replaced.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. A railroad-chair comprising the base-piece with holes for securing it to the tie, the vertical flanged web, and the top portion provided with the flanged cheek I J at one end, and the shorter cheek K at the opposite end, substantially as specified.

2. The combination, with the tie and track-rail, of the cast railroad-chair consisting of the base-piece provided with holes for securing the chair to the tie, the flanged web, and the top portion provided with the flanged cheek I J at one end, and the shorter cheek K, with vertical inner face, at the other end, of said top portion, as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

BENJAMIN F. CURTIS.

Witnesses:

JAS. F. GRAY,
P. F. CLARKE.