

(No Model.)

S. M. BEERY.

RAIL CHAIR.

No. 318,685.

Patented May 26, 1885.

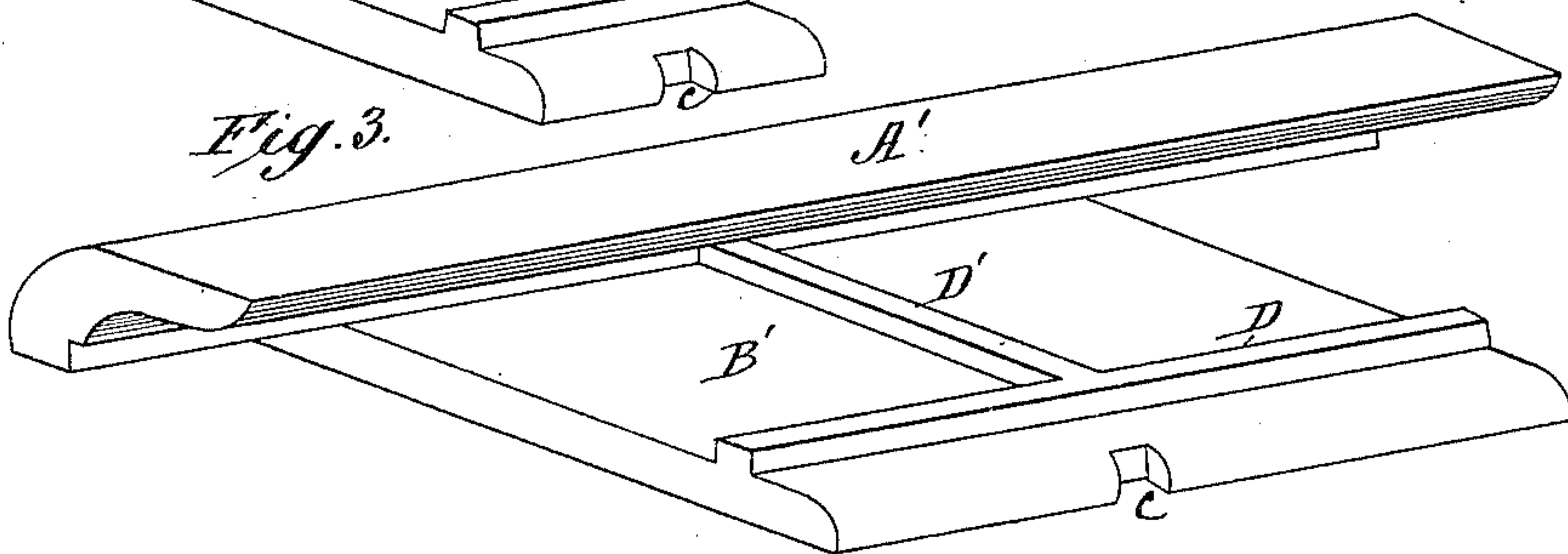
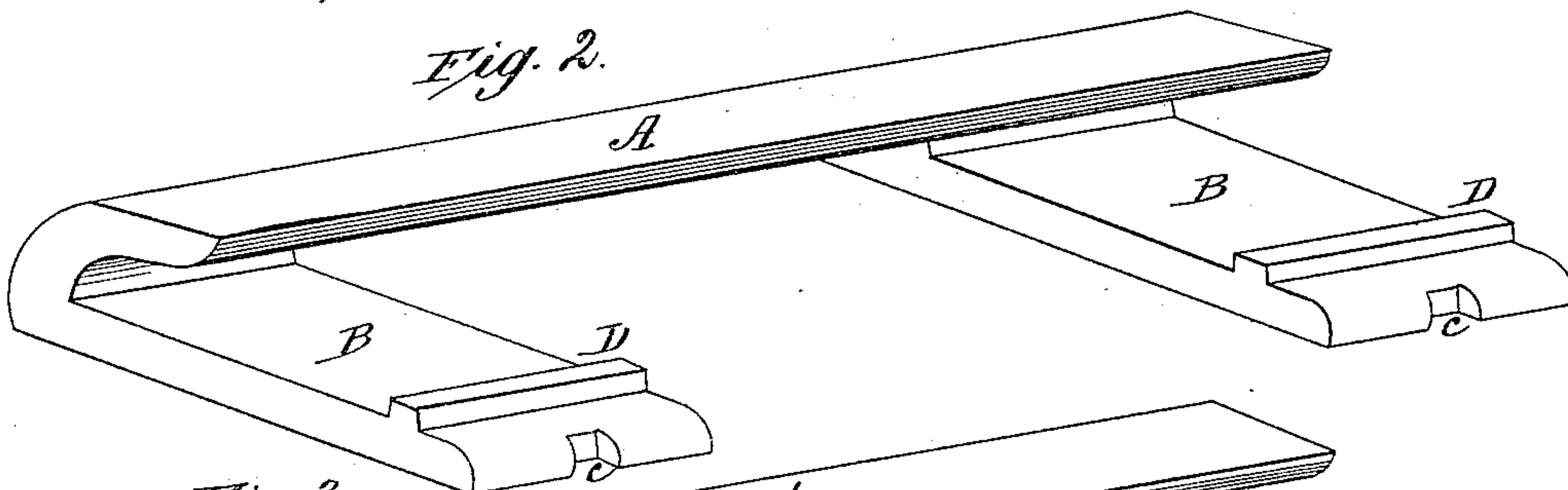
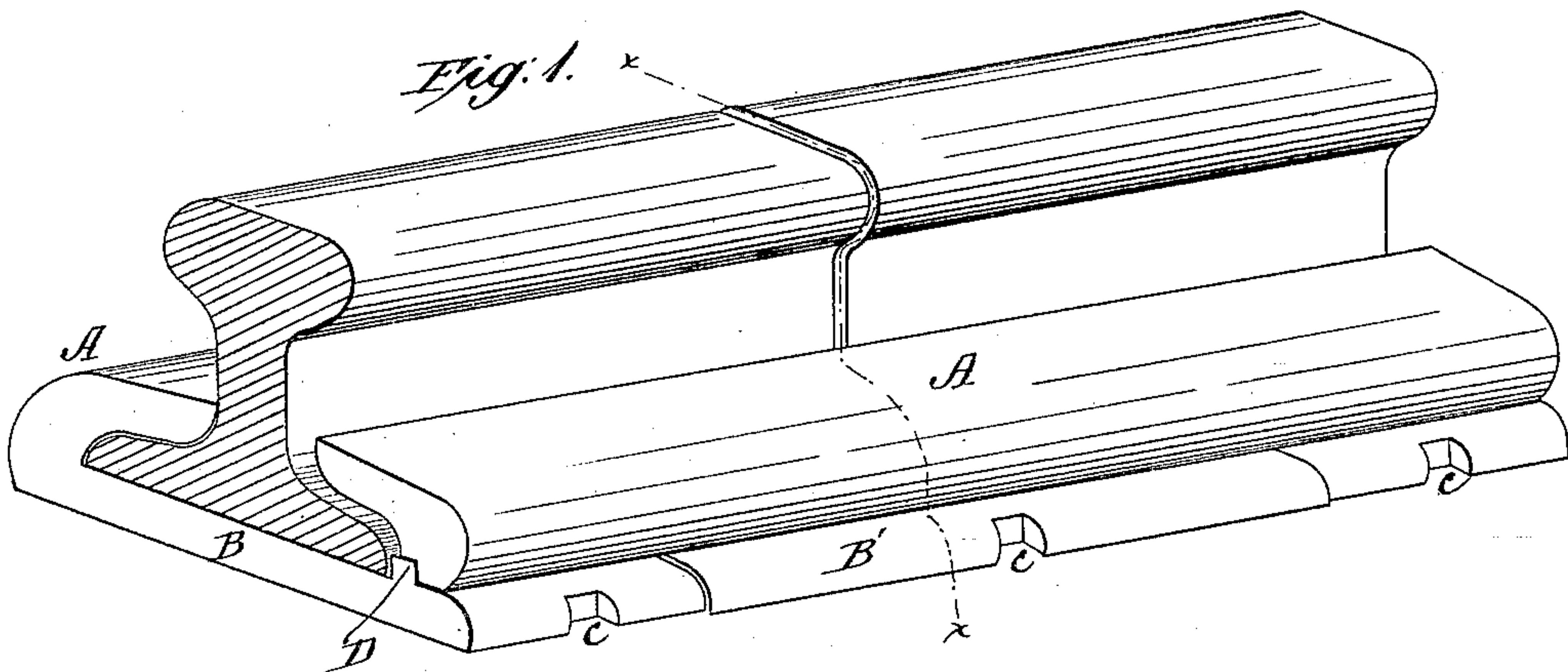
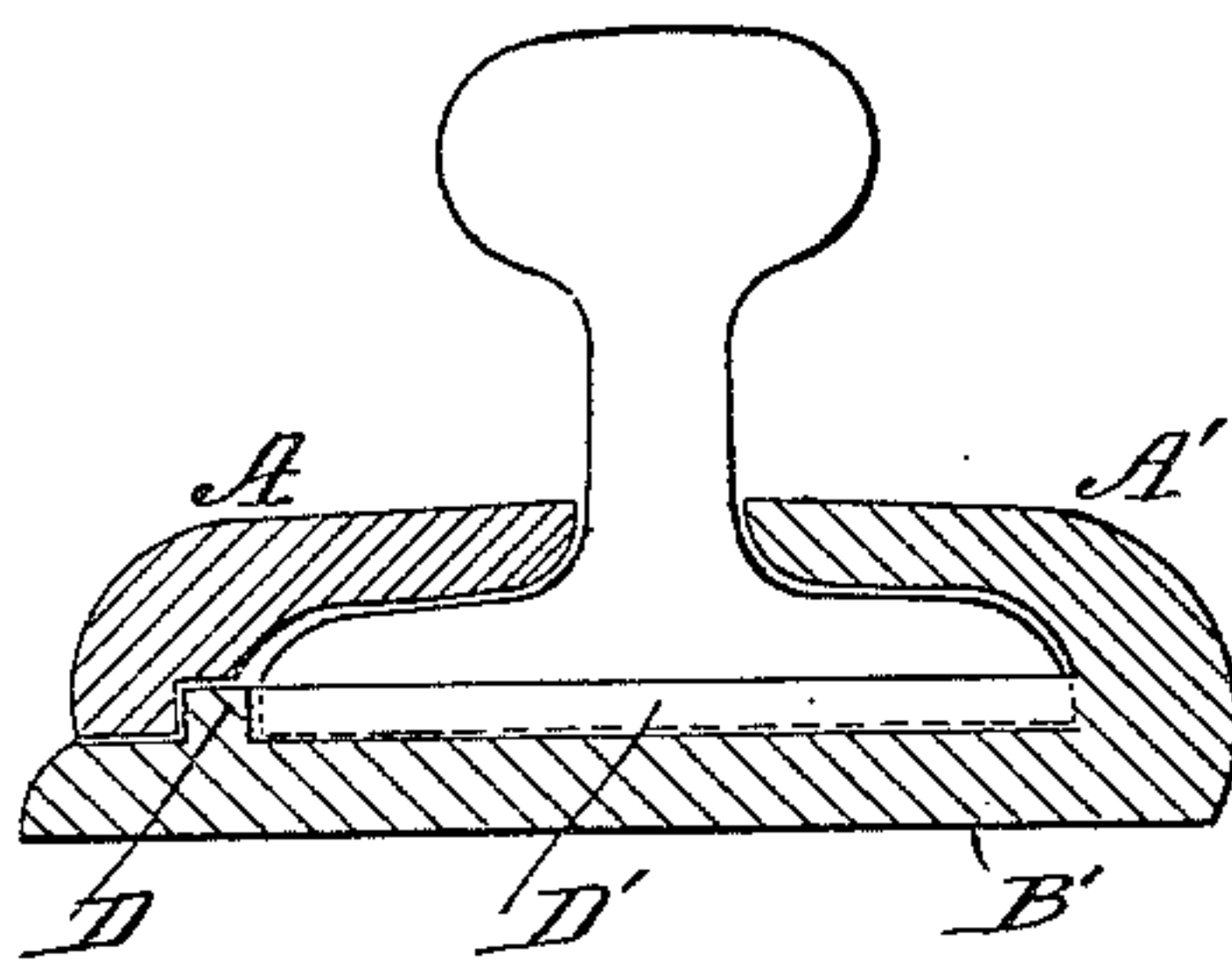


Fig. 4.



WITNESSES:

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SAMUEL M. BEERY, OF OMAHA, NEBRASKA.

RAIL-CHAIR.

SPECIFICATION forming part of Letters Patent No. 318,685, dated May 26, 1885.

Application filed July 16, 1884. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL M. BEERY, a citizen of the United States, residing at Omaha, in the county of Douglas and State of Nebraska, have invented a new and useful Rail-Chair, of which the following is a specification.

My invention is an improvement in railroad-rail chairs which are constructed in two parts adapted to be fitted together, and each extending beneath the meeting ends of two rails and bearing on or clamping the respective sides of the same.

My improvement consists in the construction and combination of parts, whereby I produce a chair which is not only self-locking, but possesses certain other important functions and advantages, as hereinafter specified.

In accompanying drawings, Figure 1 is a perspective view of my improved chair and the adjacent ends of two rails to which it is applied as in practice. Fig. 4 is a cross-section on line *x x*, Fig. 1. Fig. 2 is a perspective view of one part of the chair detached, and Fig. 3 is a similar view of the other part.

Referring in the first instance to Fig. 2, the letter A indicates a transversely-curved flange adapted to fit on one side of the base of a railroad-rail, and B B indicate horizontal plates or sections that are cast in one piece with said flange and designed to extend beneath the bases of two aligned rails to support them. The flange A is curved inward over the sections B, so as to fit upon the upper side of the base of the rails. Said sections are separated by a considerable space in order to receive the corresponding section of the other part of chair. (Shown in Fig. 4.) On the upper side of the sections B B, near their free ends, is formed a rib, D, that extends transversely across them.

The part of the chair shown in Fig. 3 is composed of a transversely and inwardly curved

flange, A', (similar to A, Fig. 2,) and a single broad horizontal base plate or section, B', both cast in one piece. This section has a side rib, D, and a transverse rib, D', extending across its middle. The two parts of the chair are placed together, as shown in Figs. 1 and 4, so that base-section B' fits between sections B B, and the flanges A A' embrace the respective sides of the abutting ends of the rails. Thus the latter rest on both sections B and B' and are separated by the transverse rib D', which prevents the rails from traveling, as they are liable to do when not firmly secured. The ribs D abut or engage the respective sides of the base of the rails. Thus the two parts of the chair are locked together and to the rails. Notches *c* are provided in both sections B and B' to receive spikes for securing the chair to a sleeper or tie.

A chair thus constructed is of great service in the matter of convenience and rapidity of construction and repair of railroads, besides affording increased security against accidents from turning or displacement of the rails.

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

1. The combination of the part of the chair composed of flange A and separated base-sections B B, having ribs D D, with the parts composed of flange A' and broad base-section B', having the rib D', the said parts being adapted to fit together, as shown and described.

2. The combination of the part composed of flange A', base-section B', having side and transverse ribs D and D', with the other part composed of flange A and the two separated base-sections B B, as shown and described.

SAMUEL M. BEERY.

Witnesses:

J. N. CORNISH,
L. B. WOOD.