

(No Model.)

R. T. WHITE.

STREET RAILWAY CONSTRUCTION.

No. 375,850.

Patented Jan. 3, 1888.

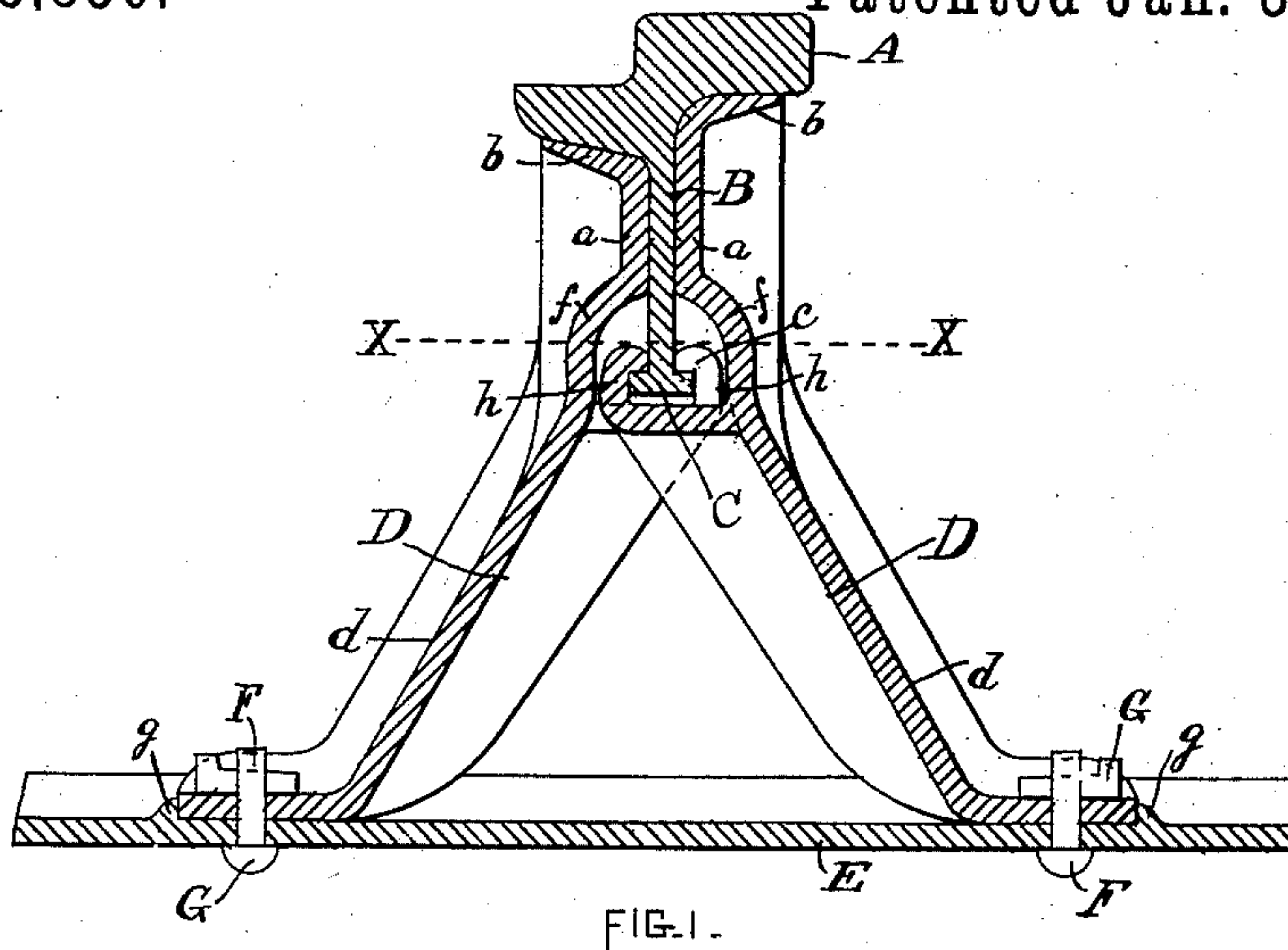


FIG. 1.

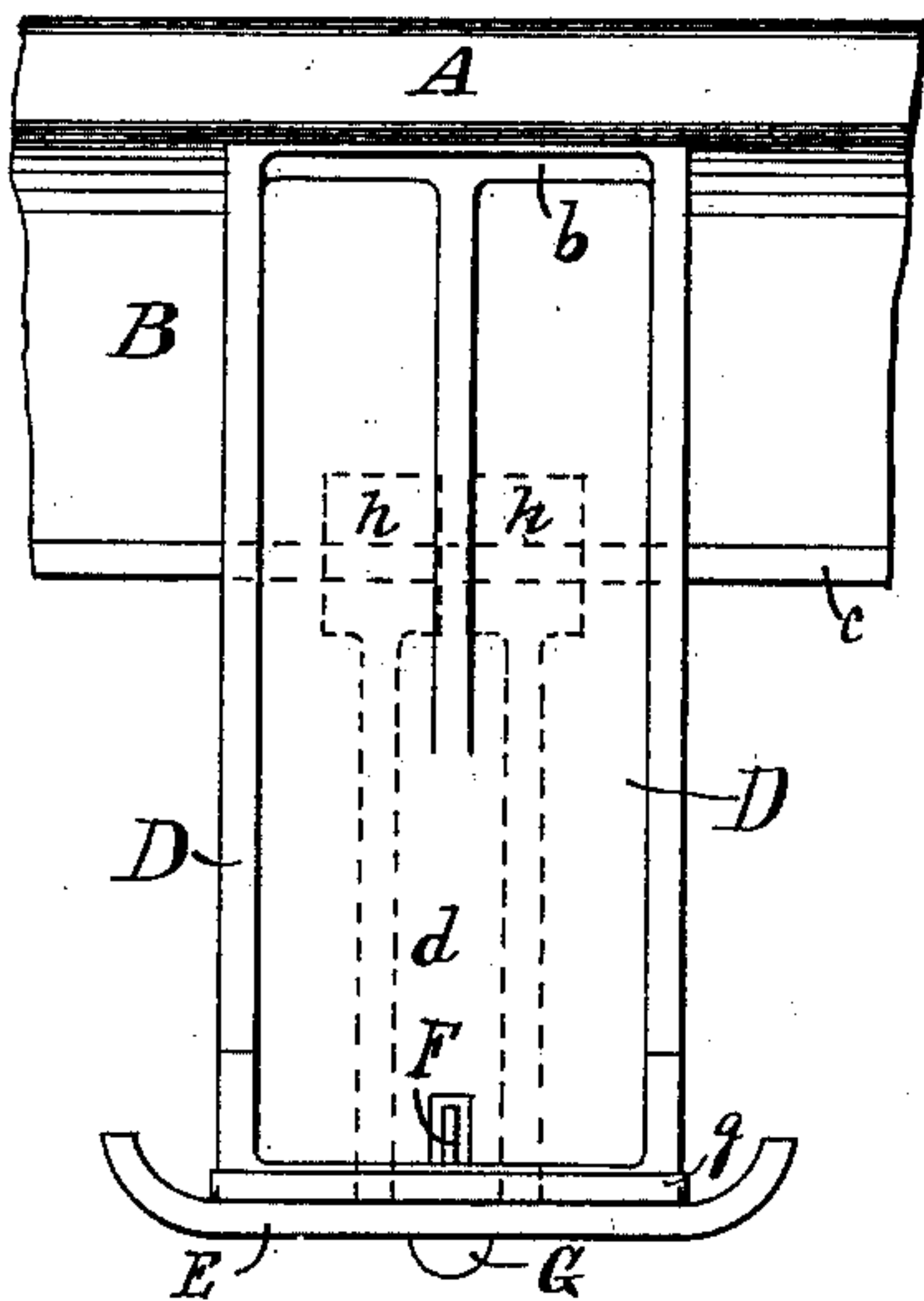


FIG. 2.

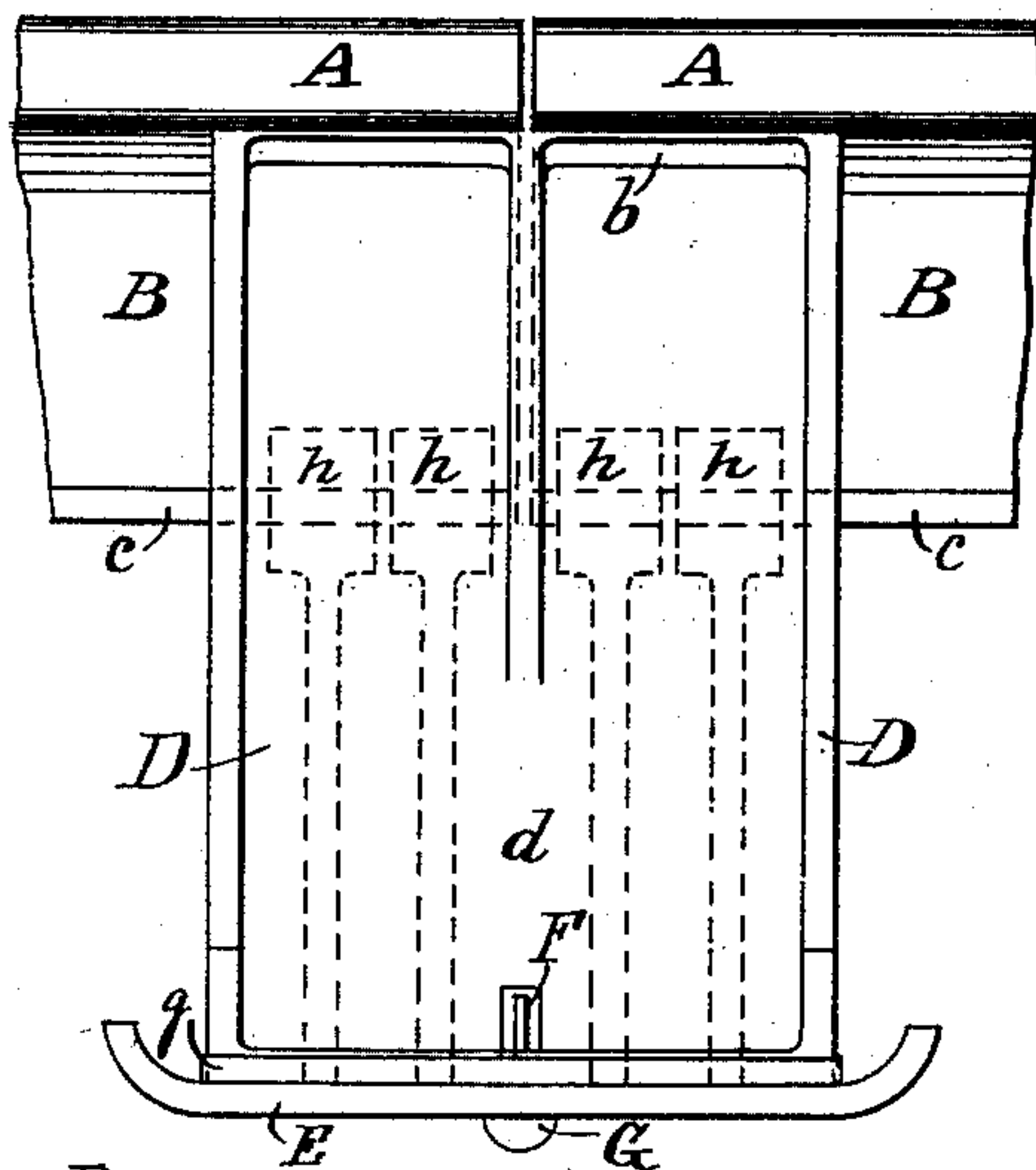


FIG. 4.

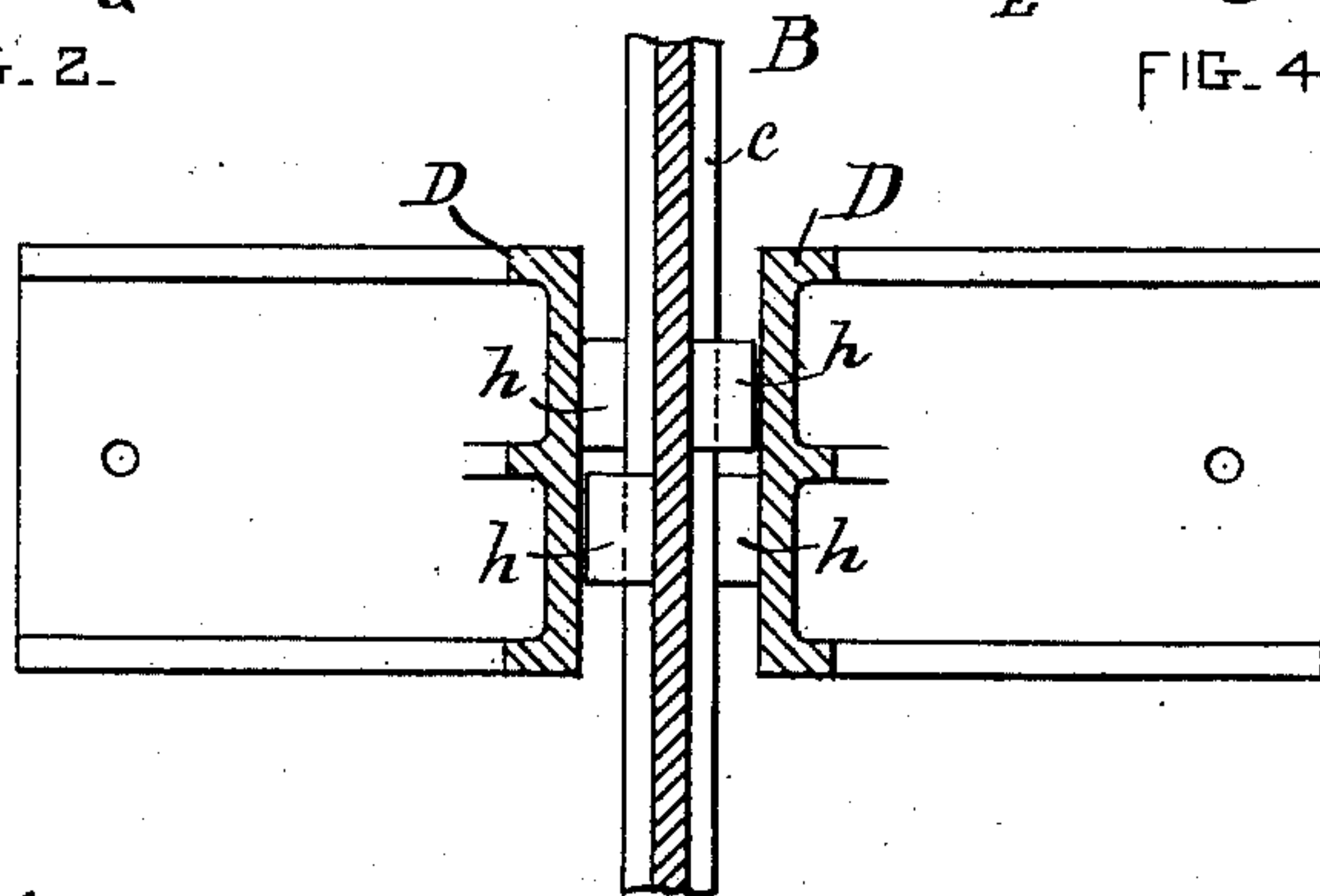


FIG. 3.

WITNESSES:

C. H. Dodd  
P. E. Gifford

INVENTOR:

R. T. White

# UNITED STATES PATENT OFFICE.

REYNOLDS T. WHITE, OF BOSTON, MASSACHUSETTS.

## STREET-RAILWAY CONSTRUCTION.

SPECIFICATION forming part of Letters Patent No. 375,850, dated January 3, 1888.

Application filed July 14, 1887. Serial No. 244,267. (No model.)

*To all whom it may concern:*

Be it known that I, REYNOLDS T. WHITE, a citizen of the United States, residing at Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Street-Railway Construction, of which the following is a specification.

The object of my invention is to produce a chair for street-railroads the rails of which are provided with a web and bulb, so that the rail will be held in the chair without bolts, and the said chairs will also be cheap, strong, and efficient, and yet readily placed in position, and from which the rails can as easily be removed.

The invention consists in making the chair in two parts, the upper part of each half fitting onto the web of the rail, and being also provided with a flange for the rail to rest upon, the lower part of the chair being spread out transversely, and each half being provided with a hook that fits over the bulb of the rail on the opposite side of the rail from the half the hook is integral with, so that when the two parts of the chair are in position the rail is firmly secured.

Referring to the accompanying drawings, Figure 1 represents a vertical cross section through a rail and chair embodying my invention. Fig. 2 is a side view of the same. Fig. 3 is a horizontal section taken on line *x x* of Fig. 1. Fig. 4 is a side view of a double chair to receive the ends of two adjacent rails.

A represents a rail of any desired form of tread, and provided with a web, B, at or near its center on its under side, a bulb or fillet, C, being formed on the end of the web.

D D are two parts forming a chair. The upper portion, *a*, of each of these parts is formed straight to fit onto the sides of the web B of the rail, and at the top are provided flanges *b b*, to form a solid bearing for the rail A. The lower portions, *d d*, of these parts D D are spread out transversely of the rail, so as to give stiffness to the chair. Between the spread-out portions *d* and the straight portion *a* is an enlargement, *f*, provided with a hook, *h*, that passes around the bulb or fillet C.

E is a metallic sleeper provided with lips *g g*, against which the bottom of the two por-

tions D D rest. The sleeper is turned up on its edge, so that it can be easily tamped or bedded.

Suitable flanges are provided on each end of the pieces D D, and also on the inside, to support the hooks *h h*.

In applying this chair the bottom ends of the two portions D D are brought together and the hooks *h h* placed around the bulb or fillet C. The ends are then spread out so that the straight portion *a* comes into contact with the web of the rail. The lower ends are then placed on the sleeper E between the lips *g g*, and the key-bolts F passed through the sleeper and chair, which bolts are secured by keys G. It will be seen that the greater the pressure upon the rail the tighter will the chair grip the rail.

In Fig. 4 I have shown a chair for receiving the ends of two adjacent rails, or, in other words, a double chair. This chair is like the one before described, with the exception of being wider and each half being provided with two hooks instead of one.

What I claim as my invention is—

1. A chair for street-railways, made in two halves and properly ribbed, the lower portion of each half being spread out transversely of the rail and the upper portion of each half fitting against the web of the rail, and provided at their upper parts with flanges to form a bearing for the rail, each half of the chair being also provided with a hook to fit around the bulb or fillet at the bottom of web of rail to hold the rails in position, substantially as shown and described.

2. A chair for street-railways, made in two parts, D D, and provided with hooks *h h*, in combination with rail A, having a web, B, and bulb or fillet C, substantially as and for the purposes set forth.

3. A chair for street-railways, made in two parts, D D, and provided with hooks *h h*, in combination with rail A, having a web, B, and bulb or fillet C, and a sleeper, E, provided with lips *g g*, substantially as and for the purposes set forth.

4. A chair made in two halves, each half being spread at its lower end and properly ribbed on its outside and inside, the two inside ribs



having two hooks on their upper ends to hook over the fillet or bulb on web of the rail on the opposite side from said half to hold the ends of two adjacent rails, substantially as shown and described.

5 5. A chair made in two halves, each half provided with a hook to hook over a bulb or fillet on the opposite side of the rail from said half, whereby the rail is held between the two

halves without bolts, screws, or other fastenings, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

REYNOLDS T. WHITE.

Witnesses:

GEORGE F. STEELE,  
A. T. STARKEY.