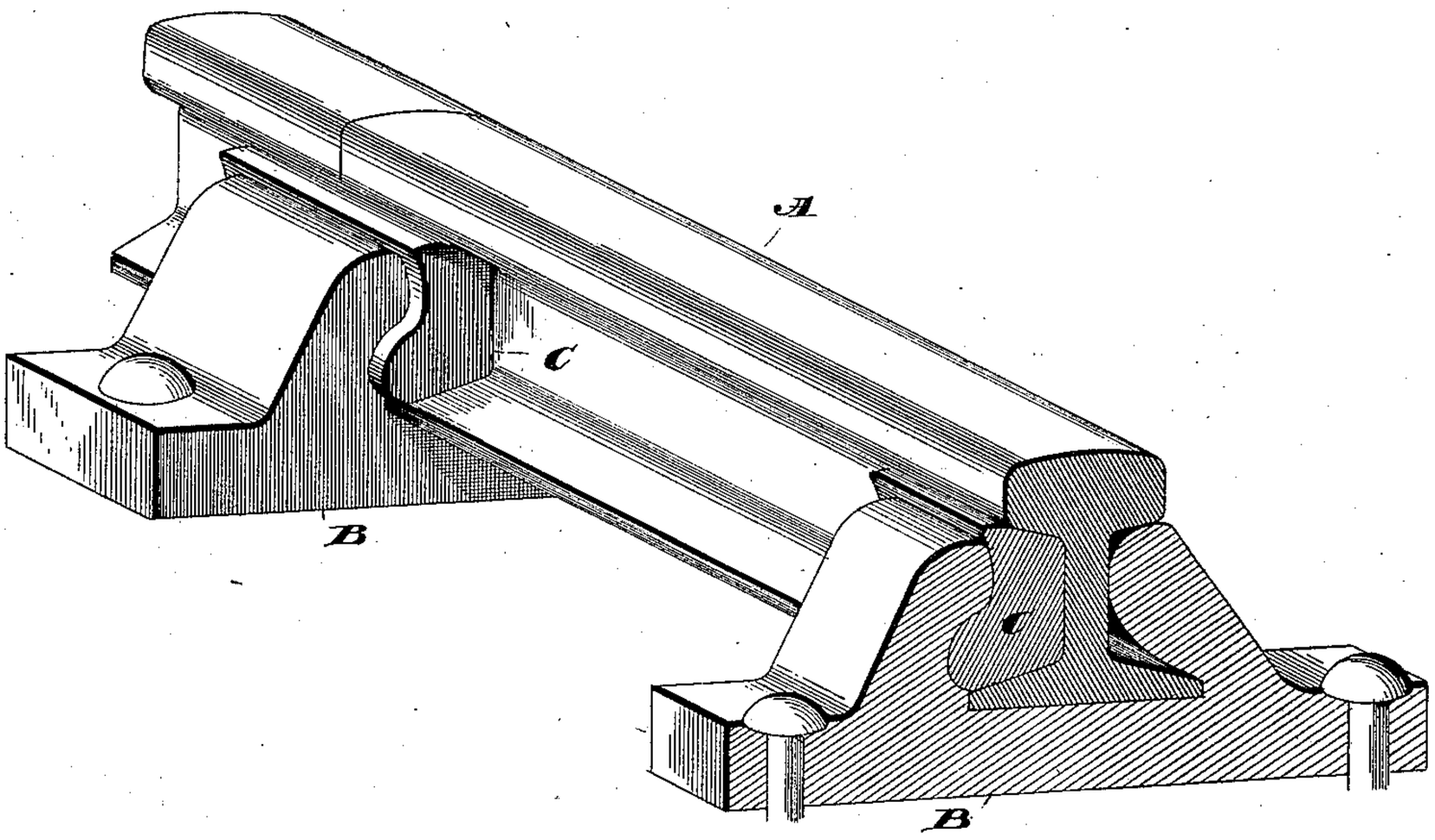
(No Model.)

S. ANTHONY.

RAILWAY CHAIR.

No. 379,148. Patented Mar. 6, 1888.



Witnesses

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SOLOMON ANTHONY, OF CONEMAUGH, PENNSYLVANIA.

RAILWAY-CHAIR.

SPECIFICATION forming part of Letters Patent No. 379,148, dated March 6, 1888.

Application filed December 22, 1887. Serial No. 258,743. (No model.)

To all whom it may concern:

Be it known that I, SOLOMON ANTHONY, a subject of the Queen of Great Britain, residing at Conemaugh, in the county of Cambria and State of Pennsylvania, have invented certain new and useful Improvements in Railway-Chairs; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawing, and to letters or figures of reference marked thereon, which forms a part of this specification.

My invention relates to certain new and useful improvements in railroad chairs; and it consists in the novel construction and arrangement of the parts thereof, which will be more fully hereinafter described, and particularly pointed out in the claim.

The object of my invention is to provide a simple and effective form of railway-chair for the purposes for which such class of articles are used, being strong and durable in its construction, easily and readily applied, and comparatively inexpensive in manufacture. I attain this object by the construction illustrated in the accompanying drawing, which is a sectional perspective view of my improved form of chair shown in connection with the rails.

A indicates the rails, B the chair, and C the wedges.

The chairs B are constructed on one side with upwardly-projecting lugs with rounded ends, which bear directly against the web of the rail between the head and the bottom flange. The opposite side of each of said chairs is also provided with an upwardly-projecting lug, which is formed on its inner side adjacent to the rail of a curved configuration, and between each of the lugs a recess is formed for the reception of the lower flange of the rail. The inner side of each of the wedges which rest against the rail is formed with the same configuration as the rails at this point, and on their opposite sides of a curved configuration corresponding to the lugs adjacent thereto. When these wedges are inserted between the adjacent lugs and the rail, a tight joint is formed between the parts, which secures the rail against displacement. The lug situated upon the opposite side of the rail merely bears against the web and slightly against the under side of the head, no other form of wedging device being used at this point. When the wedges are removed, the rails can be readily withdrawn from the chairs, it being readily seen that upon releasing the wedges the means of securing them will be removed and the retaining pressure bearing upon the rails by the chair will be relaxed. The rails may then be slid through the chairs longitudinally, as will be readily understood.

It is my purpose and intent to place one of the chairs at the joint of the rail, insert a wedge, as hereinbefore described, and a chair on each side of the chair situated at the joint. By this means I not only lock the rail at the joint by means of the chair situated at the joint, but by having a chair arranged on each side of the joint-locking chair I obviate lateral strain.

My improvement is adapted to be quickly applied, and when applied forms a strong and durable means of retention.

I claim—

The combination, with the rails, of the chairs B, constructed with lugs on one side thereof having inner regular curved faces bearing against the web between the head and flange of the rails at the upper portion of the web and the under portion of the head only, and leaving a space between said lugs and the lower flange for the purpose of ready removal of the rail when desired, and oppositely-situated lugs with inner compound curved faces at some distance from the rail-web when in position, the inner faces of said lugs being cast smooth and the lugs of themselves integrally formed with a common base having a square cut therethrough and through the lugs, forming a snug bearing for the sides and under surface of the rail-flange, and metallic wedges C, having a configuration on one side thereof conforming to the contour of the web of the rail and bearing flush with the rail up under the head thereof, and their opposite faces having a compound curved construction conforming to and fitting within and against the inner compound curved faces of the lugs adjacent thereto, the said chairs being arranged as set forth, substantially as described.

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

SOLOMON ANTHONY.

Witnesses:
WILLIAM BLACKFORD,
JAMES K. MCKINNEY.