

(No Model.)

A. COTÉ.
RAILROAD CHAIR.

No. 387,399.

Patented Aug. 7, 1888.

Fig. 1.

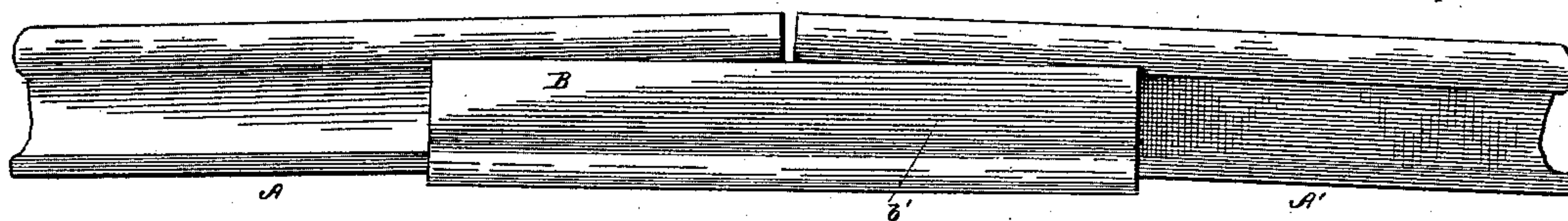


Fig. 2.

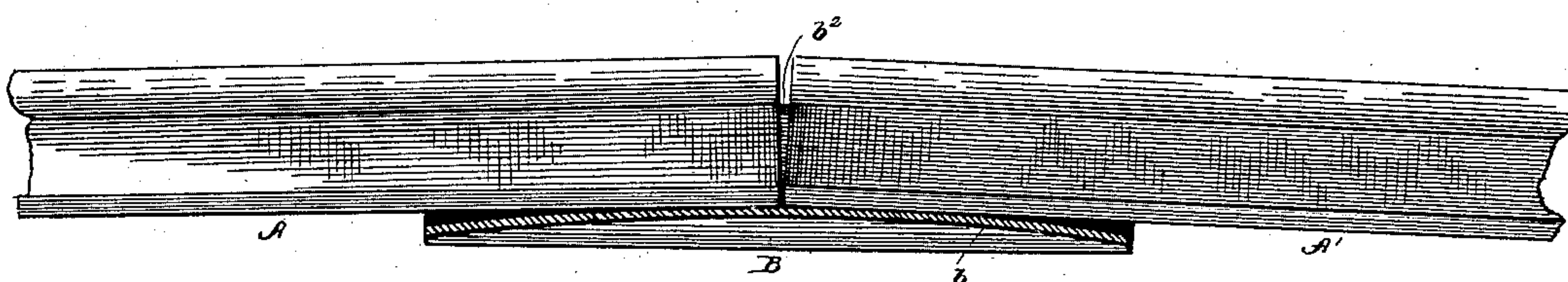
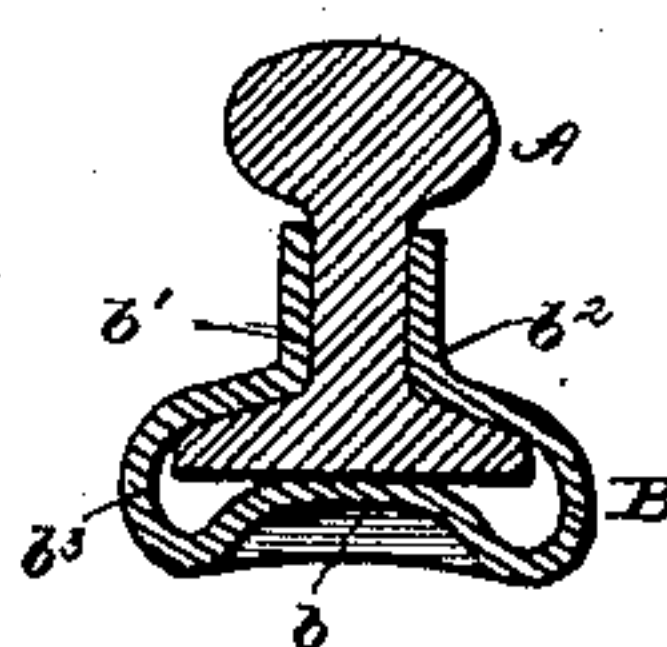


Fig. 3.



WITNESSES.

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RAILROAD-CHAIR.

SPECIFICATION forming part of Letters Patent No. 387,399, dated August 7, 1888.

Application filed October 7, 1887. Serial No. 251,714. (No model.)

To all whom it may concern:

Be it known that I, ALPHONSE COTÉ, a citizen of the United States, residing at Galway, in the county of Saratoga and State of New York, have invented certain new and useful Improvements in Railroad-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 ap-
10 pertains to make and use the same.

My invention relates to chairs for railways.

The object of my invention is to provide a chair that will be more or less resilient, so that when secured to the rails the movement of the
15 cars on the latter will not cause any jar or shaking by reason of the wheels passing over the ends of the rails secured within the chairs. In other words, the chairs are so constructed that the joints formed by the abutting rails
20 will have an elastic bearing surface, which will give sufficiently when cars pass over it to prevent jarring of the cars and the noise consequent to said jarring.

My invention therefore consists of constructions and combinations, all as will hereinafter be described in the specification, and pointed out in the claims, reference being had to the accompanying drawings, in which—

Figure 1 represents a side elevation; Fig.
30 2, a longitudinal section, and Fig. 3 a transverse section.

A A' represent the abutting rails, and B the chair. This chair is formed of a single piece of resilient metal, wrought-iron or steel being
35 preferred for the purpose. It consists of a bottom or base, b , upon which the rails rest, and sides b' b'' , which clamp the sides of the rails. These sides are bent inwardly and have substantially but not the exact contour of the
40 web and foot of the rail, and extend upwardly to the under side of the flange of the rails. The bottom or base of the chair is concave on the under side from edge to edge and convex on the upper side from edge to edge and arches

from end to end, so that the crown of arch 45 will be immediately under the abutting ends of the rails. The object of this concavo-convex bottom or base is to give a flexible support for the base of the rails, so that as the car passes over the joint it will yield more or
50 less, and thus prevent the jar which is usual when the chair is made of a rigid material. The slack of the spring is taken up by the bulging portion b^3 , which enlarges as the car passes over and prevents the chair from be-
55 coming broken. By making the bottom of the chair arching from end to end the meeting ends of the rails are slightly raised, so that the car will travel up a slight-inclined plane as it is leaving one rail and down an inclined plane
60 as the wheels strike the abutting end of the next rail. This also adds to the resiliency of the chair, so that all the conditions necessary to prevent noise and jarring are produced. The chair is secured to the rails by bolts in the
65 usual manner. By making the base and sides of the chair in one piece the strength of the joint is also increased and the chair will be able to support the rail if the support below be removed by any cause—such as fire or ac-
70 cidental displacement of the support.

What I claim as new is—

1. A chair made of resilient metal, having its bottom arched from end to end and its sides of substantially the same contour as the web 75 and foot of a rail and extending upwardly to the under side of the head of the rail, substantially as described.

2. A chair made of resilient metal and having a concavo-convex bottom arching from end 80 to end.

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

ALPHONSE COTÉ.

Witnesses:

GEO. R. BYINGTON,
M. F. HALLECK.