

(No Model.)

G. W. RITTERSBACH.
RAILROAD CHAIR.

No. 411,259.

Patented Sept. 17, 1889.

fig. 1.

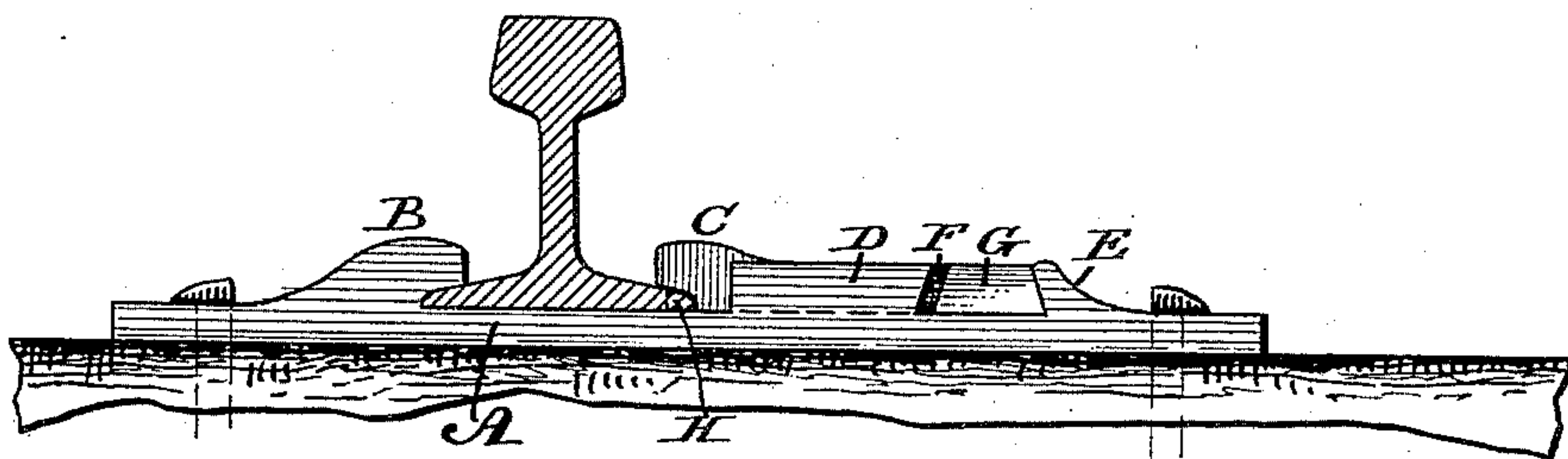


fig. 2.

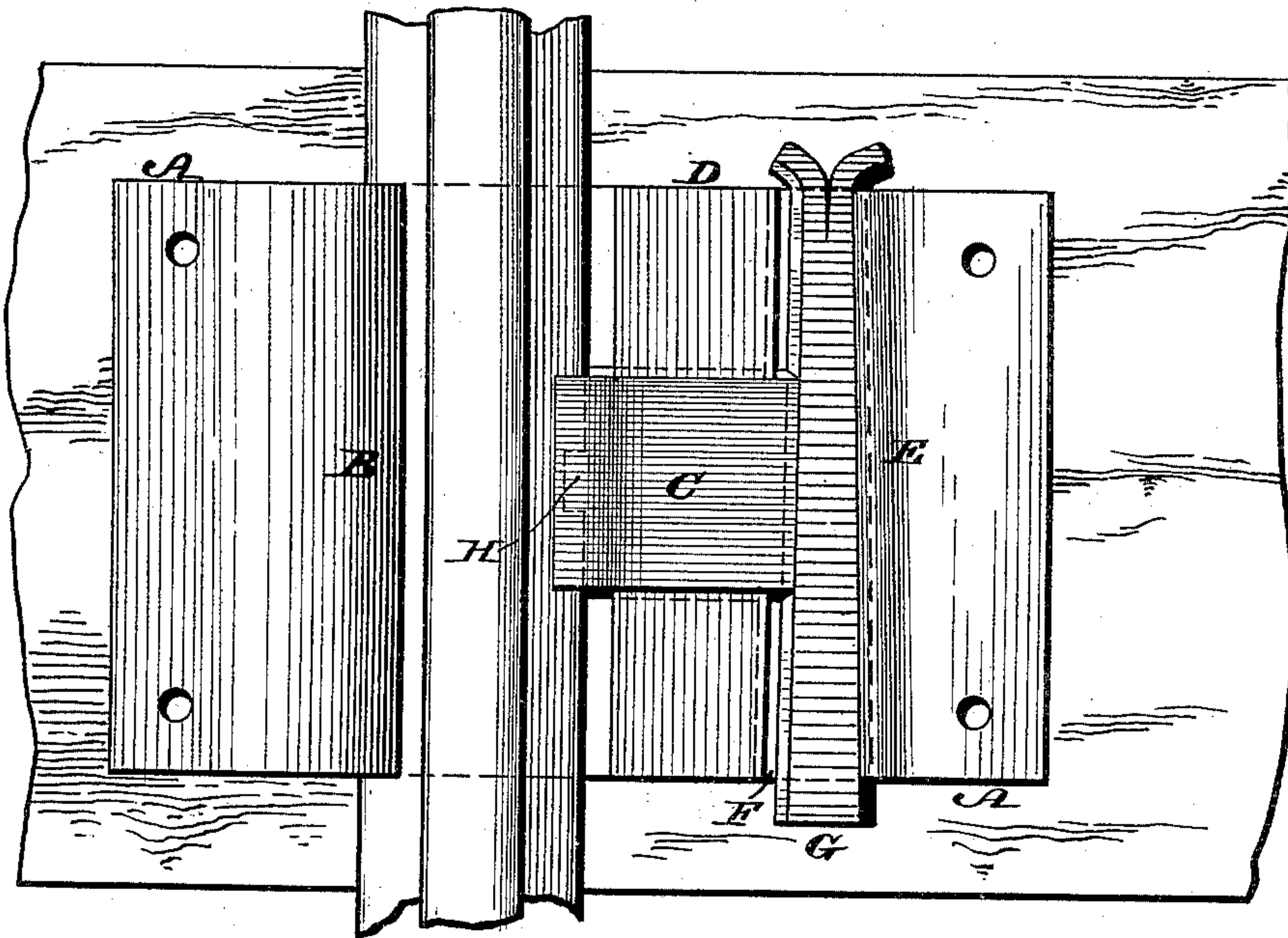
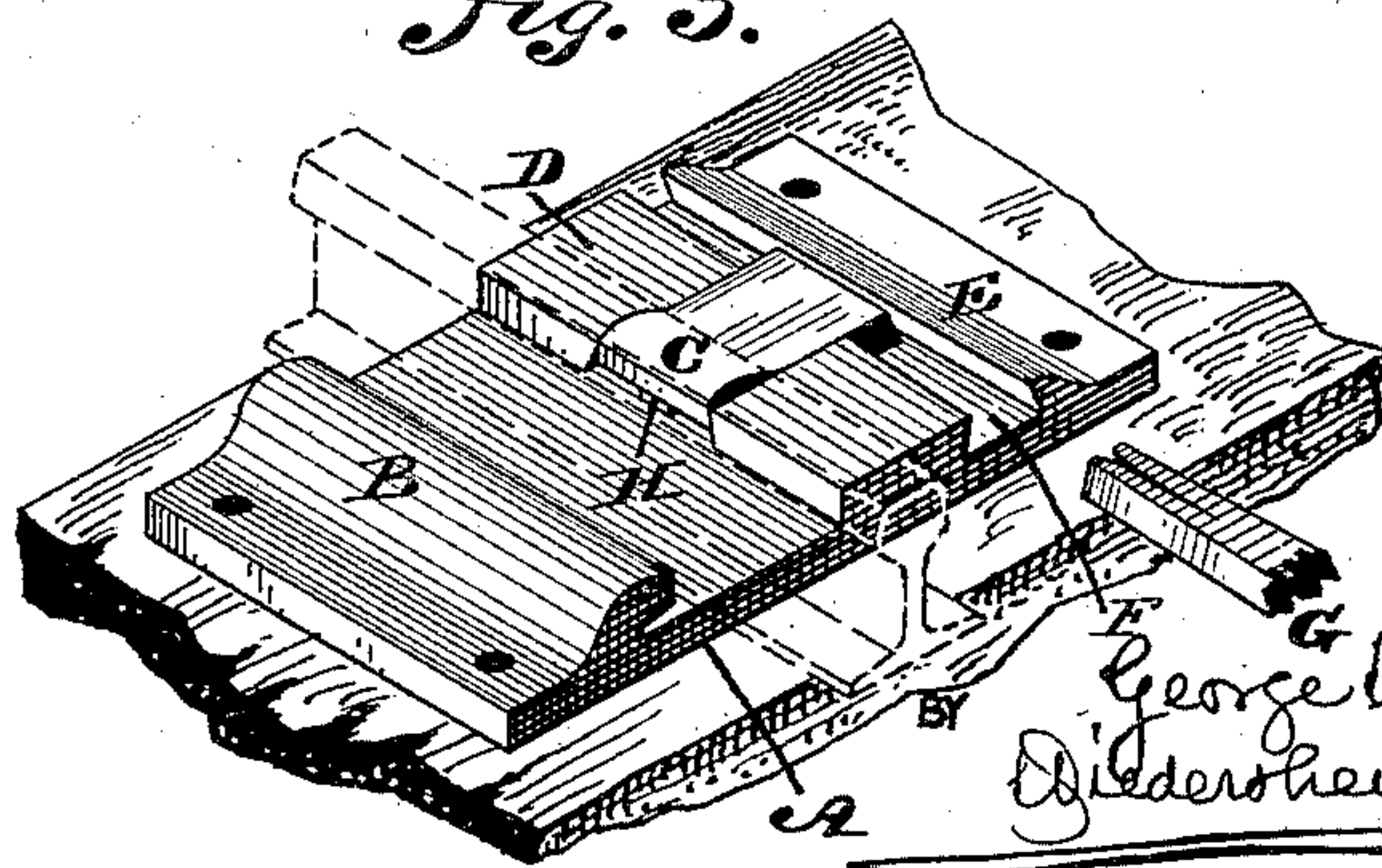


fig. 3.



WITNESSES:

L. Douville.
P. E. Nagler.

INVENTOR:

George W. Rittersbach
Diedersheim & Kuhn
ATTORNEYS.

UNITED STATES PATENT OFFICE.

GEORGE W. RITTERSBACH, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR
OF TWO-THIRDS TO ROBERT B. RITTERSBACH, OF SAME PLACE.

RAILROAD-CHAIR.

SPECIFICATION forming part of Letters Patent No. 411,259, dated September 17, 1889.

Application filed April 19, 1889. Serial No. 307,802. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. RITTERSBACH, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Railroad-Chairs, which improvement is fully set forth in the following specification and accompanying drawings.

My invention consists of a railroad-chair having a movable cheek-piece which may be tightened against the rail and firmly held, the construction of parts being hereinafter fully set forth and definitely claimed.

Figure 1 represents a side elevation of a railroad-chair embodying my invention. Fig. 2 represents a top or plan view thereof. Fig. 3 represents a perspective view thereof on a reduced scale, the parts being in different position from those shown in Figs. 1 and 2.

Similar letters of reference indicate corresponding parts in the several figures.

Referring to the drawings, A designates the bed or base of the chair, having the stationary cheek-piece B and the movable cheek-piece C, the latter being seated in a transverse groove in the guiding-piece D, which rises from the base A and is fitted thereto by a dovetailed joint, so as to slide toward and from the rail in a direction at a right angle thereto. Rising from the side of the base adjacent to the piece D is a shoulder E, which has between it and said guiding-piece D a channel or key-seat F, which extends in the longitudinal direction of the chair, and receives a dovetail key G, of tapering or wedging form, it being noticed that the back or outer end of the movable cheek-piece enters said seat F and forms with the opposite wall thereof a dovetail for the key G.

In order to prevent the rail from slipping, the same is formed with a slot or recess to receive a tongue H on the movable cheek-piece.

The operation is as follows: The key is withdrawn and the movable cheek-piece run back, as will be seen in Fig. 3. The rail is now located on the base and the flange of one side inserted under the cheek-piece B. The cheek-piece C is then advanced and the key introduced into the seat F, and as it engages with the back of said cheek-piece and opposite wall

of the seat F, said cheek-piece is forced over the flange of the rail, thus connecting the rail with the chair and firmly holding the same. The key may be secured in any suitable manner to prevent return motion thereof, that shown in the present case being accomplished by splitting and bending the narrow end thereof.

As the movable cheek-piece is connected with the piece D by a dovetail joint, and as the key is connected with the shoulder E and movable cheek-piece also by a dovetailed joint, it is evident that said cheek-piece and key are prevented from rising and consequent vertical displacement, and thus the parts reliably retain their positions.

When the key is withdrawn, the movable cheek-piece may be run back and the rail and chair then disconnected.

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

1. A railroad-chair having a movable cheek-piece, and a key which engages with said piece, said key being connected with said cheek-piece and a shoulder on the base by a dovetailed joint, and said cheek-piece being also connected with its guide by a dovetailed joint, the parts being combined substantially as described.

2. A railroad-chair having a base with a stationary cheek-piece, a guiding-piece and a shoulder rising therefrom, a movable cheek-piece with tongue adapted to engage in a recess in the rail, and a key adapted to bear against the movable cheek-piece, said parts being combined substantially as described.

3. A railroad-chair consisting of a base part having a stationary cheek-piece, a guiding-piece and a shoulder, the said guiding-piece having a transverse groove with inclined walls, a movable cheek-piece working in said groove and having a lip on one end, a tapering key in the channel between the shoulder and guiding-piece, said parts being combined substantially as described.

GEORGE W. RITTERSBACH.

Witnesses:

JOHN A. WIEDERSHEIM,
L. JENNINGS.