

(No Model.)

2 Sheets—Sheet 1.

W. W. KRUTSCH & R. K. ANDERSON.

REVERSIBLE RAILROAD RAIL AND SEAT.

No. 438,351.

Patented Oct. 14, 1890.

Fig. II.

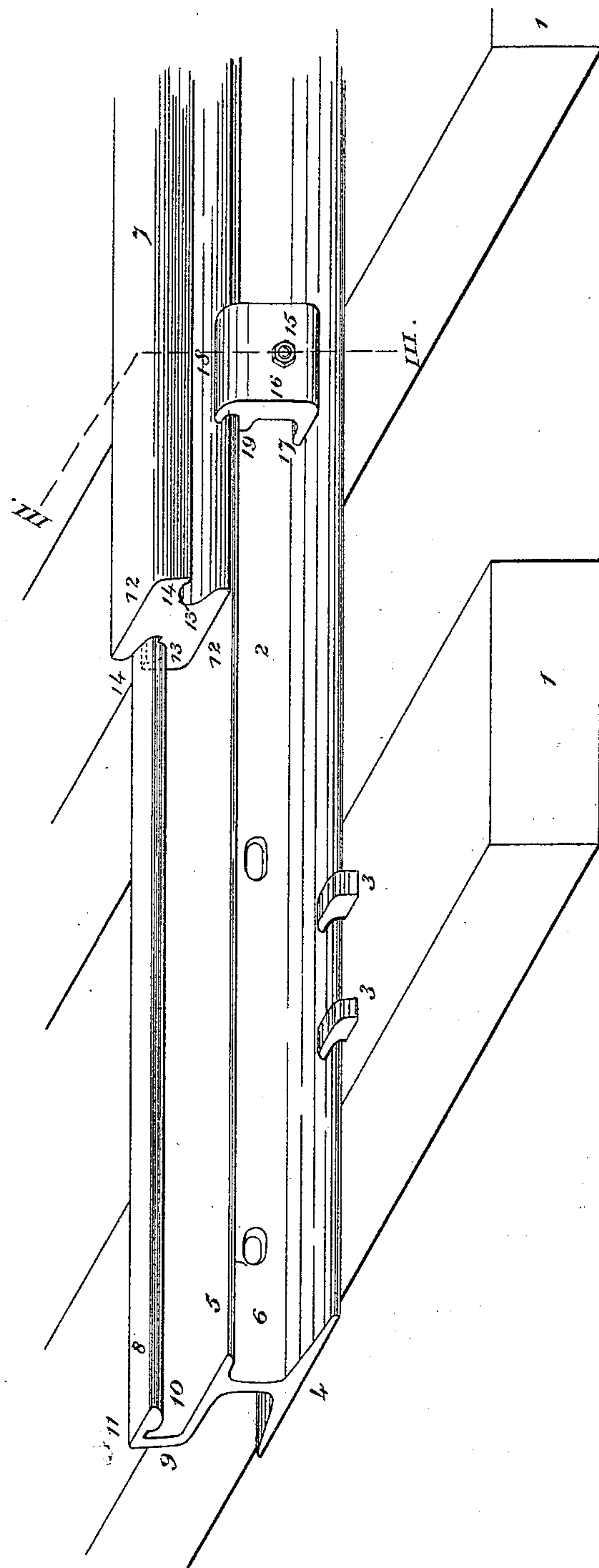
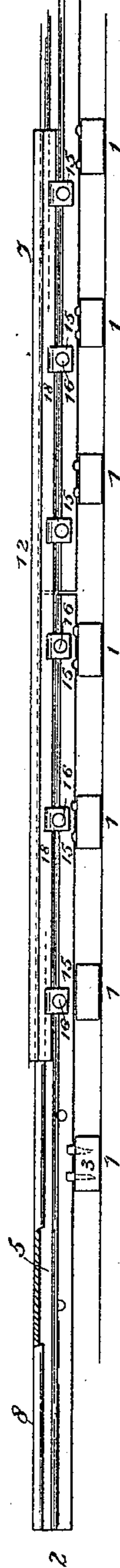


Fig. I.



Witnesses.
E. Arthur
J. G. Fischer

INVENTORS.
Willis W. Kruttsch
Richard K. Anderson
by Knigh Bros.
Attorneys.

(No Model.)

2 Sheets—Sheet 2.

W. W. KRUTSCH & R. K. ANDERSON.

REVERSIBLE RAILROAD RAIL AND SEAT.

No. 438,351.

Patented Oct. 14, 1890.

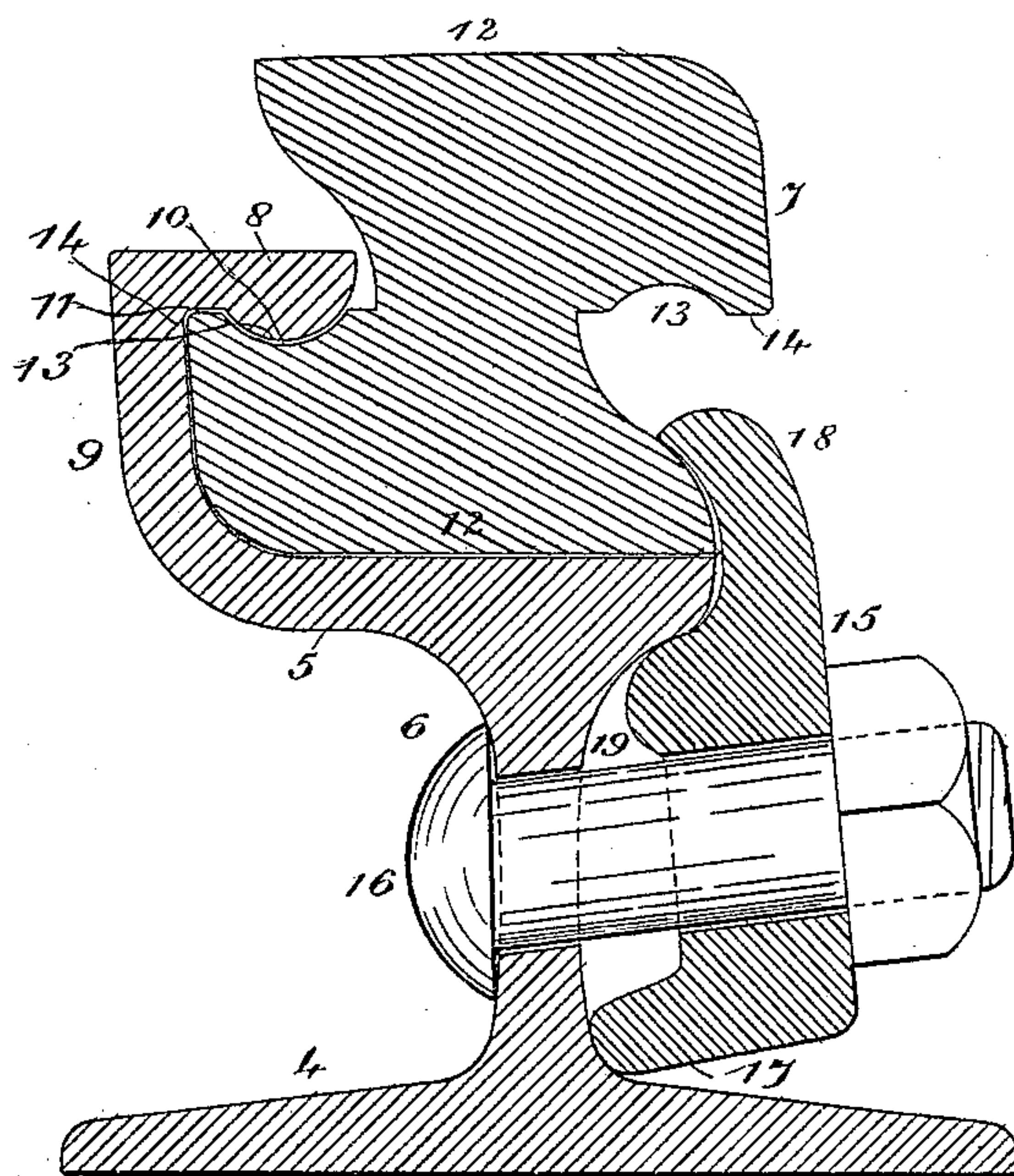


Fig. III.

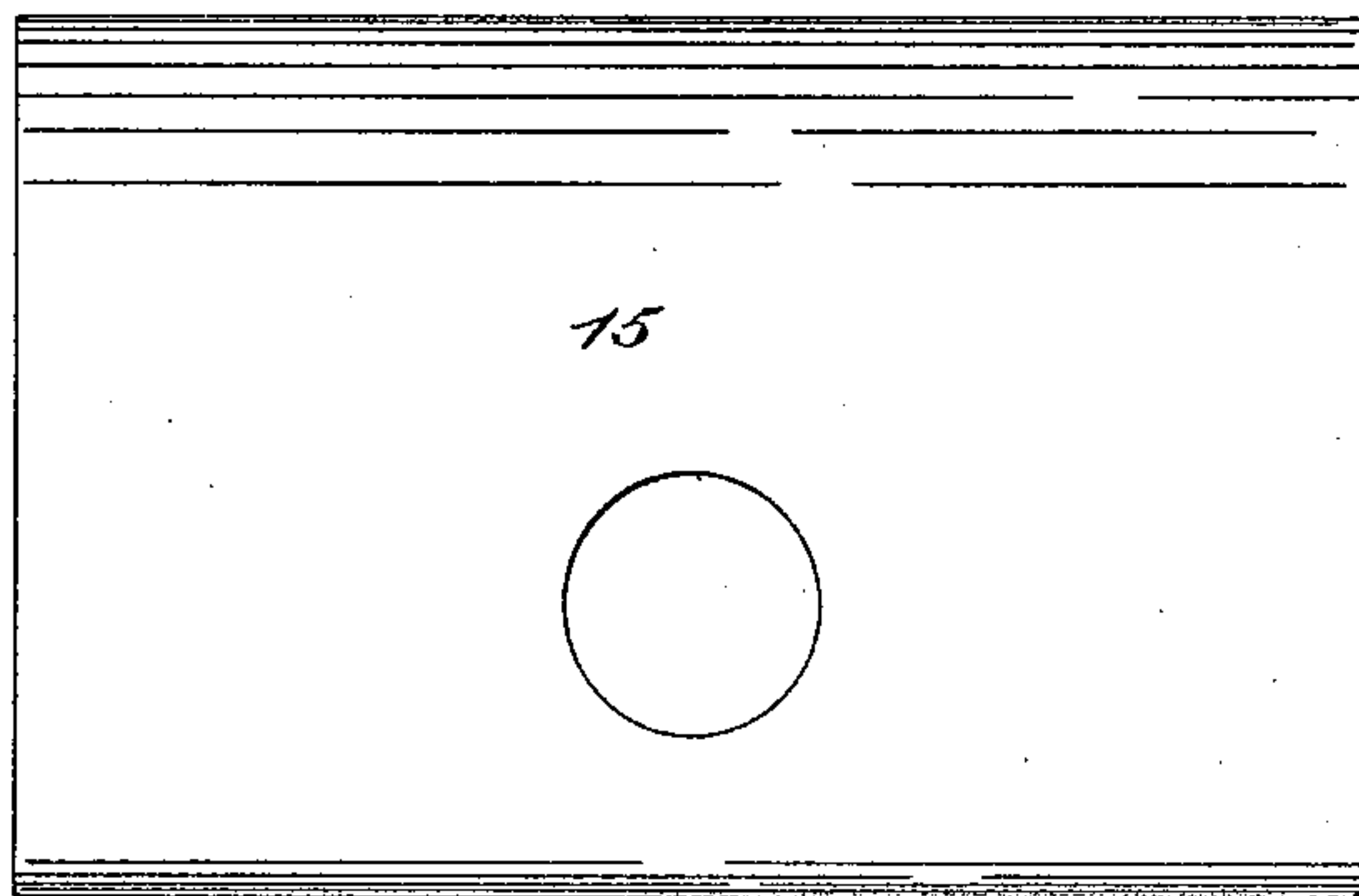


Fig. IV.

Witnesses:
E. Arthur
J. J. Fischer

INVENTORS.
Willis W. Krutsch
Richard K. Anderson
by Knigh Bros.
Attorneys.

UNITED STATES PATENT OFFICE.

WILLIS W. KRUTSCH AND RICHARD K. ANDERSON, OF FORT SCOTT, KANSAS.

REVERSIBLE RAILROAD-RAIL AND SEAT.

SPECIFICATION forming part of Letters Patent No. 438,351, dated October 14, 1890.

Application filed October 29, 1889. Serial No. 328,584. (No model.)

To all whom it may concern:

Be it known that we, WILLIS W. KRUTSCH and RICHARD K. ANDERSON, both of Fort Scott, in the county of Bourbon and State of Kansas, have invented certain new and useful Improvements in a Reversible Railroad-Rail and Seat, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part of this specification.

Our invention relates to an improved railroad-rail and seat for the same; and our invention consists in features of novelty hereinafter described, and pointed out in the claims.

Figure I is a side elevation of our improved device. Fig. II is an enlarged detail perspective view of the same. Fig. III is an enlarged transverse section taken on line III III, Fig. II. Fig. IV is an enlarged rear elevation of the clamp.

Referring to the drawings, 1 represents the ties, to which the chair 2 is secured by means of the usual spikes 3.

4 represents the base of the chair, which is connected to a shelf or rail-rest 5 by means of a web 6. The shelf 5 is provided with a flat surface on its upper side of sufficient dimensions to sustain the rail 7.

8 represents an overhanging flange which is an integral part of the chair and is connected thereto by an upturned portion 9. The flange is provided with a downward extension 10, thus forming a groove 11 to the rear of the same. The rail 7 is formed with two faces or treads 12, one being a counterpart of the other, so that when one of the faces becomes worn the rail may be reversed. The rail is formed with a groove 13 on each of its sides. The rail is also formed with hooked portions 14 on each of its sides. In placing the rail in position on the chair the hooked portion 14 passes into the rear of the extension 10 on the chair-flange and fits snugly in the groove 11, the extensions 10 at the same time fitting into the grooves 13. This of itself would prevent any lateral movement of the rail, as the rail would have to be canted up before it could be removed.

As a further means of securing the rail, we provide a clamp 15, which is secured to the chair by means of bolts 16. The clamp is pro-

vided near its lower end with an extension 17 that rests against the chair. At its upper end the clamp is provided with a hooked portion 18, which presses against the side of the rail. The clamp has also an extension 19, which extends under a portion of the shelf of the chair and prevents too great a latitude in an upward direction. It will be seen that as the clamp is tightened up by the bolt the rail will be forced to its position in the chair and held firmly in this position. We prefer to secure the rails to the chair, so as to break joints with the same, as shown in Fig. I, thus practically forming a continuous rail.

We claim as our invention—

1. As a new article of manufacture, a railroad-chair having a base 4, a seat 5 for supporting the rail, and an upwardly-extending portion 9, on which is formed a flange 8, provided with a downward extension 10, which forms a groove 11 for engaging with a portion of the rail, substantially as described, and for the purpose set forth.

2. In a railroad-rail and chair, the combination of the chair 2, reversible rail 7, and means for securing the rail to the chair, substantially as described, and for the purpose set forth.

3. In a railroad-rail and chair, the combination of the chair 2, having a seat for the rail, and a flange 8, groove in said flange, rail 7, having a double face, and hooked portions on said rail that engage in the grooves in the flange, substantially as described, and for the purpose set forth.

4. In a railroad-rail and chair, the combination of the chair 2, having a seat 5 and a flange 8, said flange having an extension 10 and a groove 11, a reversible rail 7, having faces 12, hooked portions 14, and grooves 13 in said rails, substantially as described, and for the purpose set forth.

5. In a railroad-rail and chair, the combination of the chair 2, reversible rail 7, and a clamp 15, having extensions 17 19 and hooked portions 18, substantially as described, and for the purpose set forth.

WILLIS W. KRUTSCH.

RICHARD K. ANDERSON.

Witnesses:

C. F. MARTIN,

C. F. DRAKE.