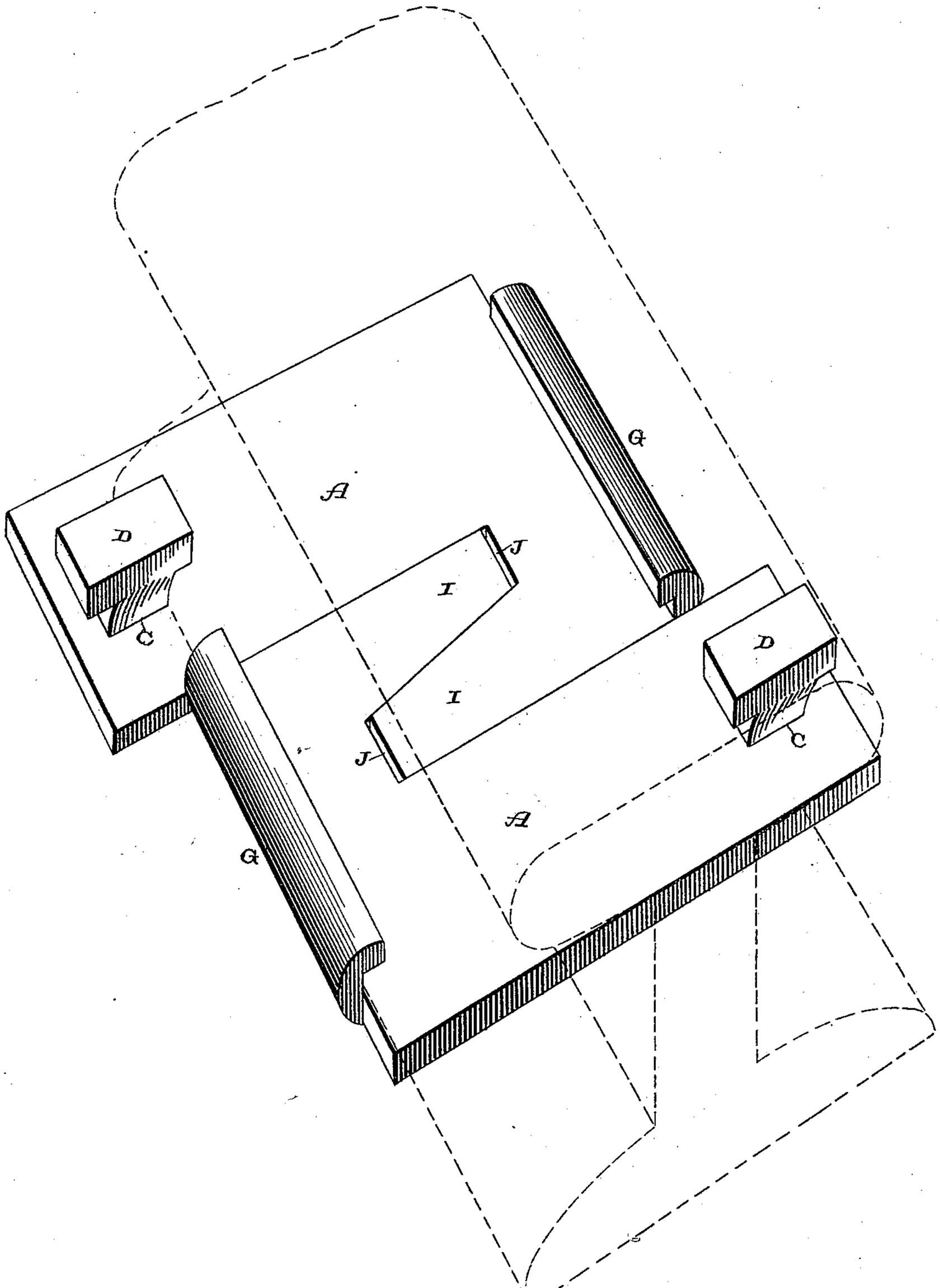
(No Model.)

T. S. BROOKS.

RAILROAD CHAIR.

No. 438,524. Patented Oct. 14, 1890.



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UNITED STATES PATENT OFFICE.

THEODORE S. BROOKS, OF GARRISONS, NEW YORK.

RAILROAD-CHAIR.

SPECIFICATION forming part of Letters Patent No. 438,524, dated October 14, 1890.

Application filed June 30, 1890. Serial No. 357,257. (No model.)

To all whom it may concern:

Be it known that I, THEODORE S. BROOKS, of Garrisons, in the county of Putnam 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 pertains to make and use it, reference being had to the accompanying drawing, which forms part of this specification.

My invention relates to an improvement in railroad-chairs; and it consists in the construction fully described hereinafter.

The object of my invention is to provide a cheap and simple chair which is intended to be used in connection with wooden ties, and which will prevent the rails from spreading.

The accompanying drawing represents a perspective of a chair which embodies my invention.

A represents the two parts of the chair, and which are exactly alike. Each part consists of a flat plate of suitable length and width, and which is provided with a hole C through one end to receive the spike D and the grooved flange G upon the opposite end to catch over the flange of the rail. These parts of the chair are forced under the rail from opposite sides, so that the projection I on one part catches in the corresponding recess J on the other part, and thus the two parts are made to interlock, so as to form practically a single plate. After the grooved flanges upon the two sides have been made to catch over the opposite edges of the rail the spikes are driven through the opening into the ties and thus made to both hold the two parts of the chair together, and at the same time to catch over the flange upon the rail and assist in holding it in position. After the chair has been secured in position it will be seen that the rail is held upon both sides by a grooved flange and a spike, and hence it is utterly impossible for the rails to spread, no matter what force may be applied to them.

These chairs resting directly upon the wooden ties prevent the rails from cutting into or injuring the ties in any respect.

As the parts are cheap and simple, it will readily be seen that they can be quickly and easily applied to a road, and will greatly add to the safety thereof in preventing the rails from spreading.

Having thus described my invention, I claim—

1. A railroad-rail chair composed of two plates, each having a horizontal portion which extends under and across the rail and provided with a bolt-hole, interlocking members to prevent endwise separation, and a flange upon the opposite edge from the bolt-hole, substantially as described.

2. A railroad-rail chair composed of two plates, each plate having a flange upon one edge, and a short and a long projection which interlock, the long projection being provided with an opening for a spike, substantially as shown.

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

THEODORE S. BROOKS.

Witnesses:
FERRIS JAYCOX,
WILLIAM H. WHITEHILL.