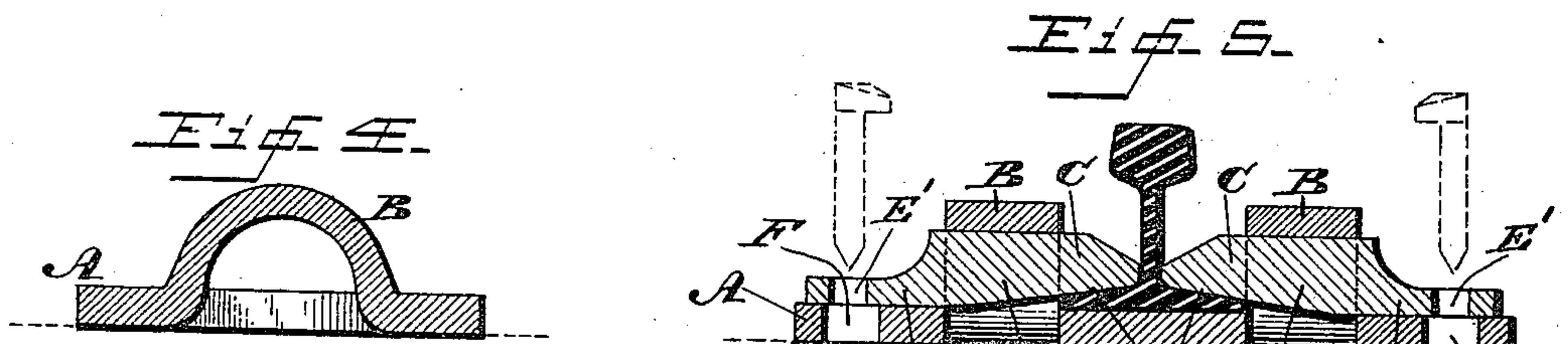
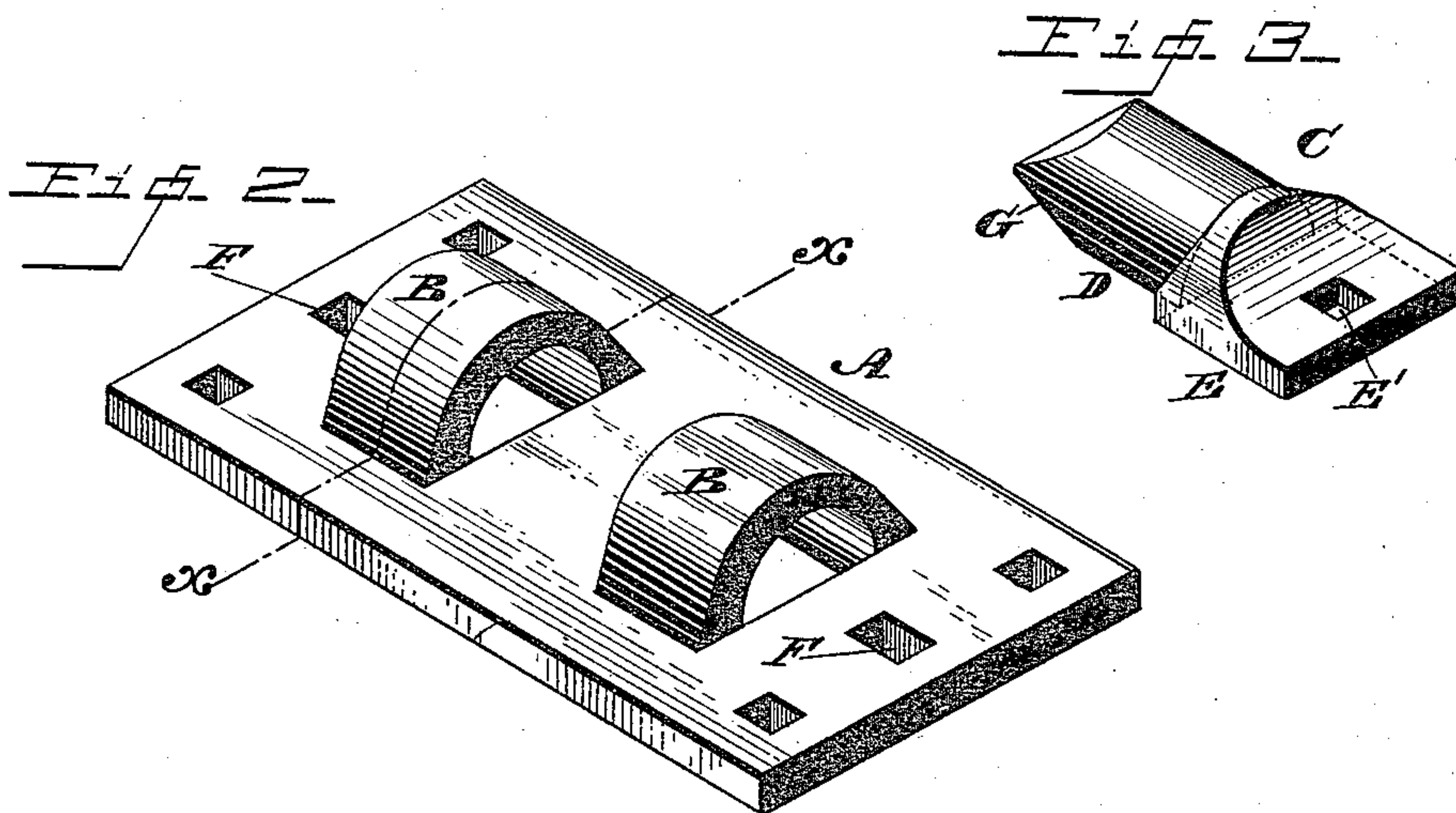
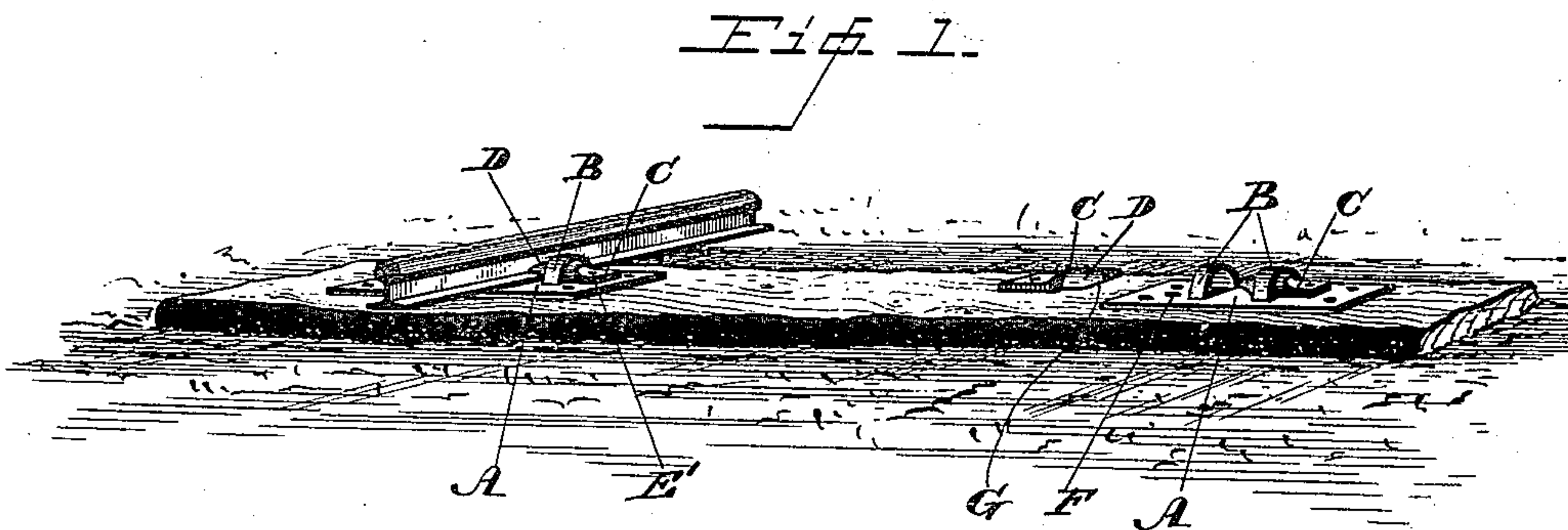


(No Model.)

G. W. RITTERSBACH.
RAILROAD CHAIR.

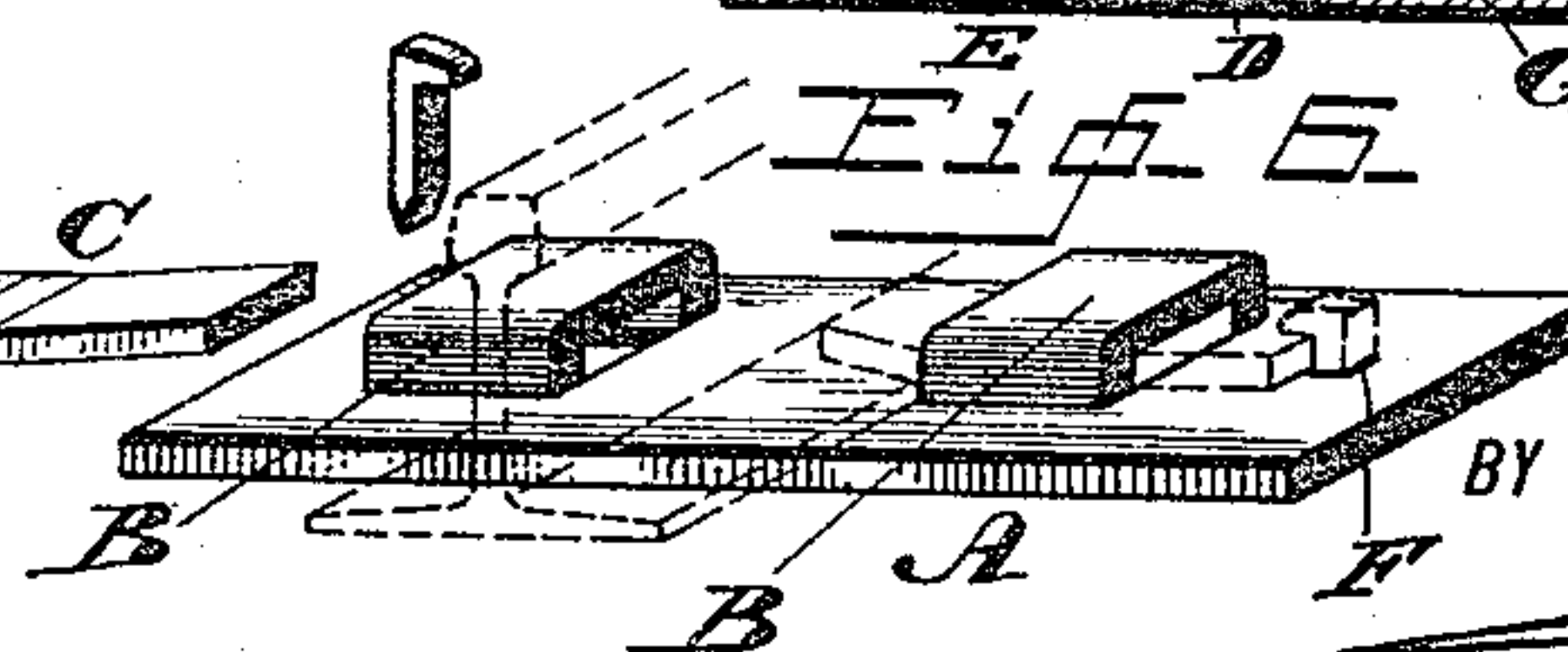
No. 441,109.

Patented Nov. 18, 1890.



WITNESSES:

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UNITED STATES PATENT OFFICE.

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OF ONE-THIRD TO ROBERT B. RITTERSBACH, OF SAME PLACE.

RAILROAD-CHAIR.

SPECIFICATION forming part of Letters Patent No. 441,109, dated November 18, 1890.

Application filed March 20, 1890. Serial No. 344,619. (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 formed of a bed-plate with an ear and a cheek-piece adapted to be horizontally inserted in said ear to tighten against the base of the rail, said bed-plate and cheek-piece each having an opening for a securing device.

Figure 1 represents a perspective view of a railroad-chair embodying my invention. Fig. 2 represents a perspective view of the bed-plate on an enlarged scale. Fig. 3 represents a perspective view of one of the cheek-pieces on an enlarged scale. Fig. 4 represents a transverse section of the bed-plate, Fig. 2, on line *xx*. Fig. 5 represents a longitudinal section of the chair. Fig. 6 represents a perspective view of a modification.

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

Referring to the drawings, A designates a bed-plate, which is spiked or otherwise secured to a tie and provided with upwardly-extending ears B, which are separated a distance sufficient to receive a railroad-rail between the same, as shown in Figs. 1 and 5.

C designates cheek-pieces, which have their inner ends or limbs D passed through the ears B and their outer ends or limbs E rested upon the bed-plate A and formed with openings E' for the passage of the securing-spikes, it being noticed that the bed-plates have slots F, which coincide in position with the openings E' of the cheek-pieces, so that the spikes may be driven through said openings E' and slots F into the ties and the cheek-pieces adjusted to and from the base of the rail.

The under side of the inner ends D of the cheek-pieces are beveled, inclined, or angular, as at G, so as to conform in a measure to the upper faces of the base of the rail, it being noticed that when the rail is located on the base-plate the cheek-pieces are passed through the ears B and driven inwardly, thus riding upon the base of the rail and

clamping the same tightly to the bed-plate, the cheek-pieces being controlled upwardly by the ears. The spikes are then applied, whereby the cheek-pieces are prevented from outward motion or separation from the rail.

The bed-plate, as most plainly shown in Figs. 2 and 4, is formed of wrought metal, with the ears B stamped or pressed out of the same, thus avoiding joints and producing a strong and cheap structure.

In Fig. 6 the cheek-pieces are formed of bent or angular pieces of metal, so that the inner limbs of the same are adapted to rise upon and clamp against the base of the rail, the other limbs resting on the bed-plate and having the spikes engaging with the outer ends of the same.

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

1. A railroad-chair consisting of a bed-plate with ears, and cheek-pieces horizontally entering said ears, said plate and pieces having openings and slots for securing devices, substantially as described.

2. A bed-plate with an ear, combined with a cheek-piece adapted to be horizontally inserted in said ear, said bed-plate and cheek-piece each having an opening for a securing device, substantially as described.

3. A bed-plate formed of wrought metal with ears pressed out of said plate to form apertures with the surface of the plate, in combination with cheek-pieces adapted to be inserted horizontally through said ears, said plate and cheek-pieces having openings for the reception of securing devices, substantially as described.

4. A railroad-chair consisting of a bed-plate having parallel separated ears with openings therein and adapted to embrace the flange of a rail, and cheek-pieces adapted to be inserted horizontally through said ears and engage the flange of the rail, said bed-plate and cheek-pieces having openings for the reception of securing devices, substantially as described.

GEORGE W. RITTERSBACH.

Witnesses:

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L. JENNINGS.