

(No Model.)

R. BERRIMAN.

DOUBLE BRACE CHAIR FOR RAILROAD RAILS.

No. 442,165.

Patented Dec. 9, 1890.

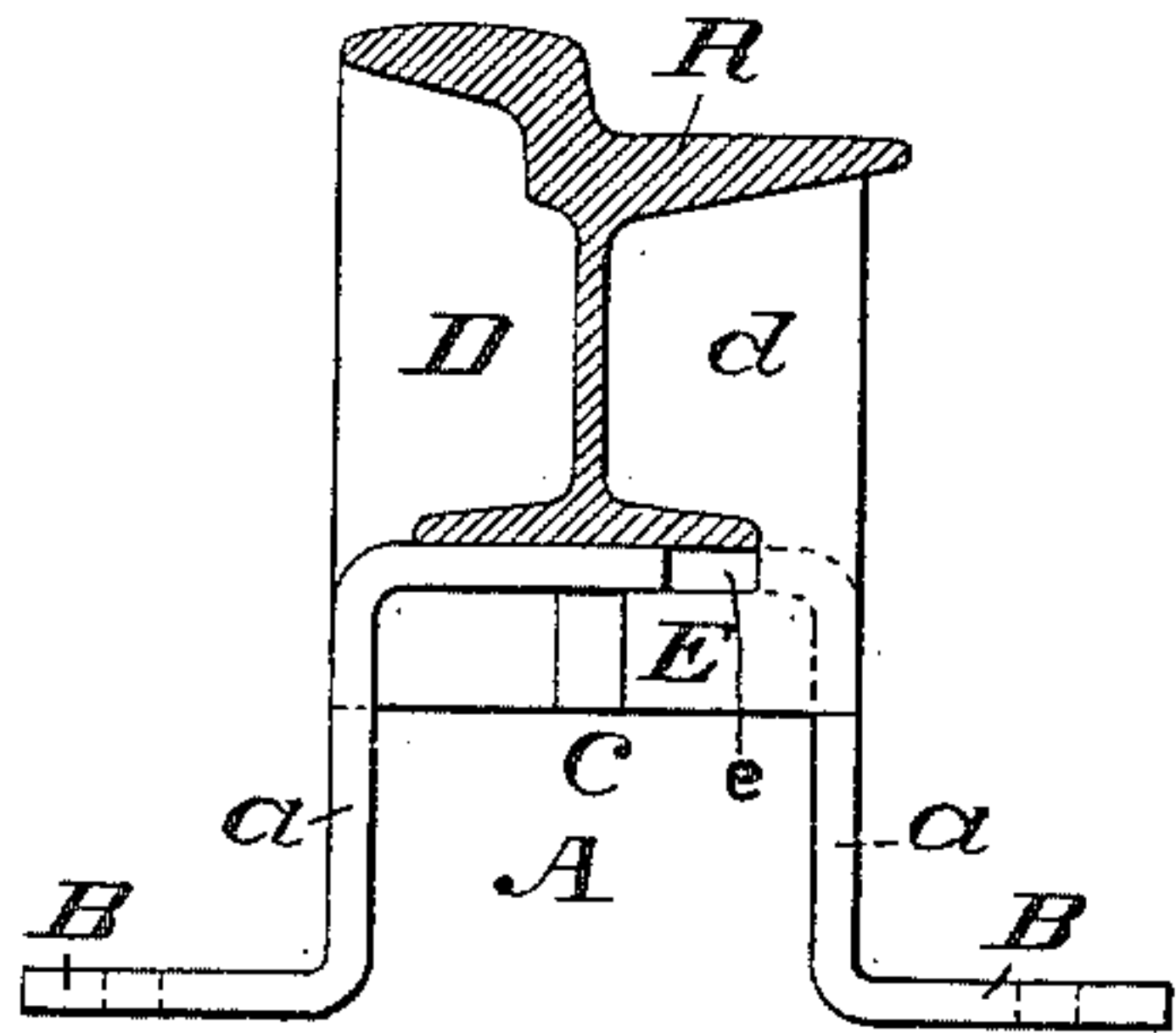


Fig. 1.

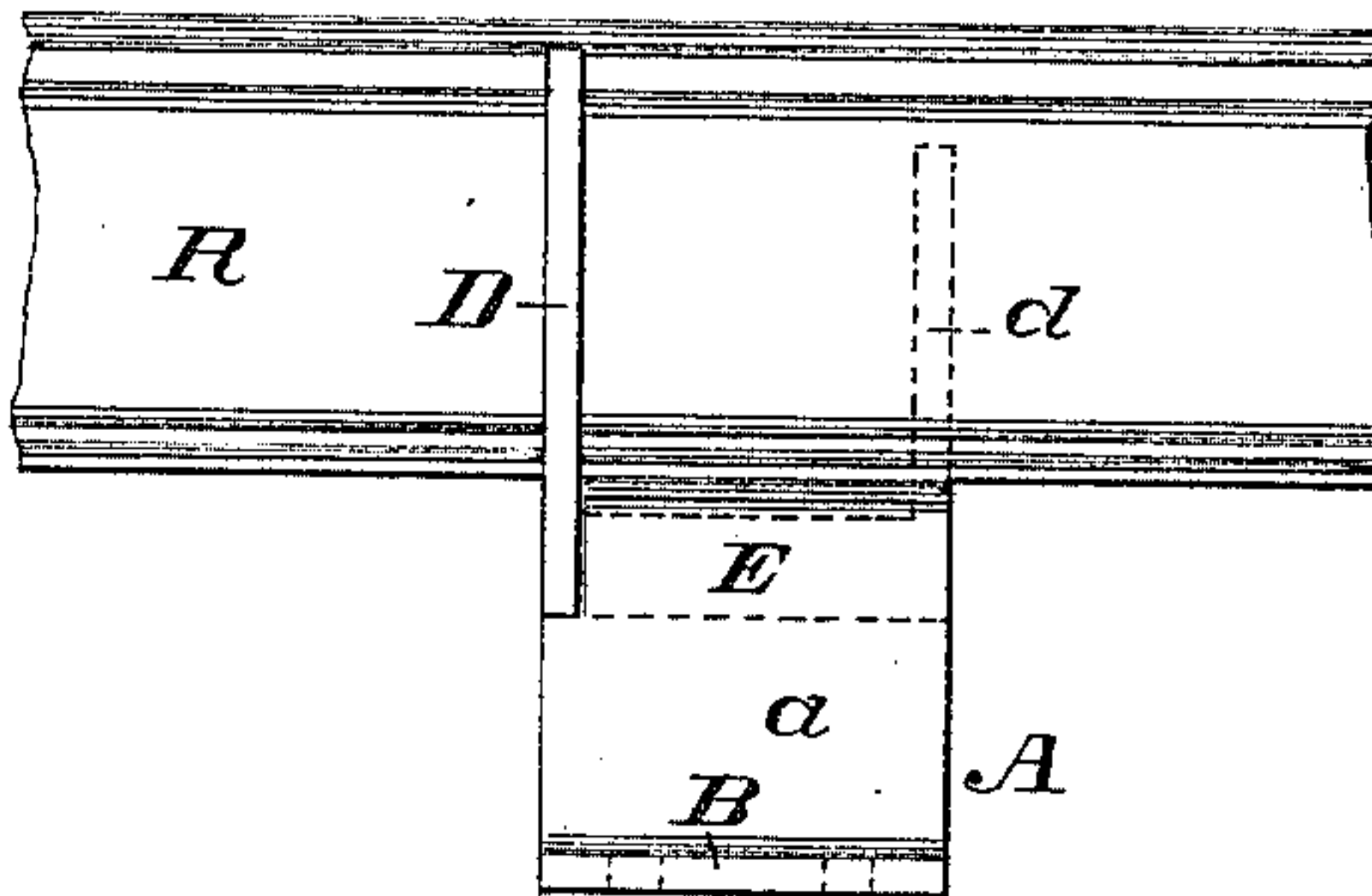


Fig. 2.

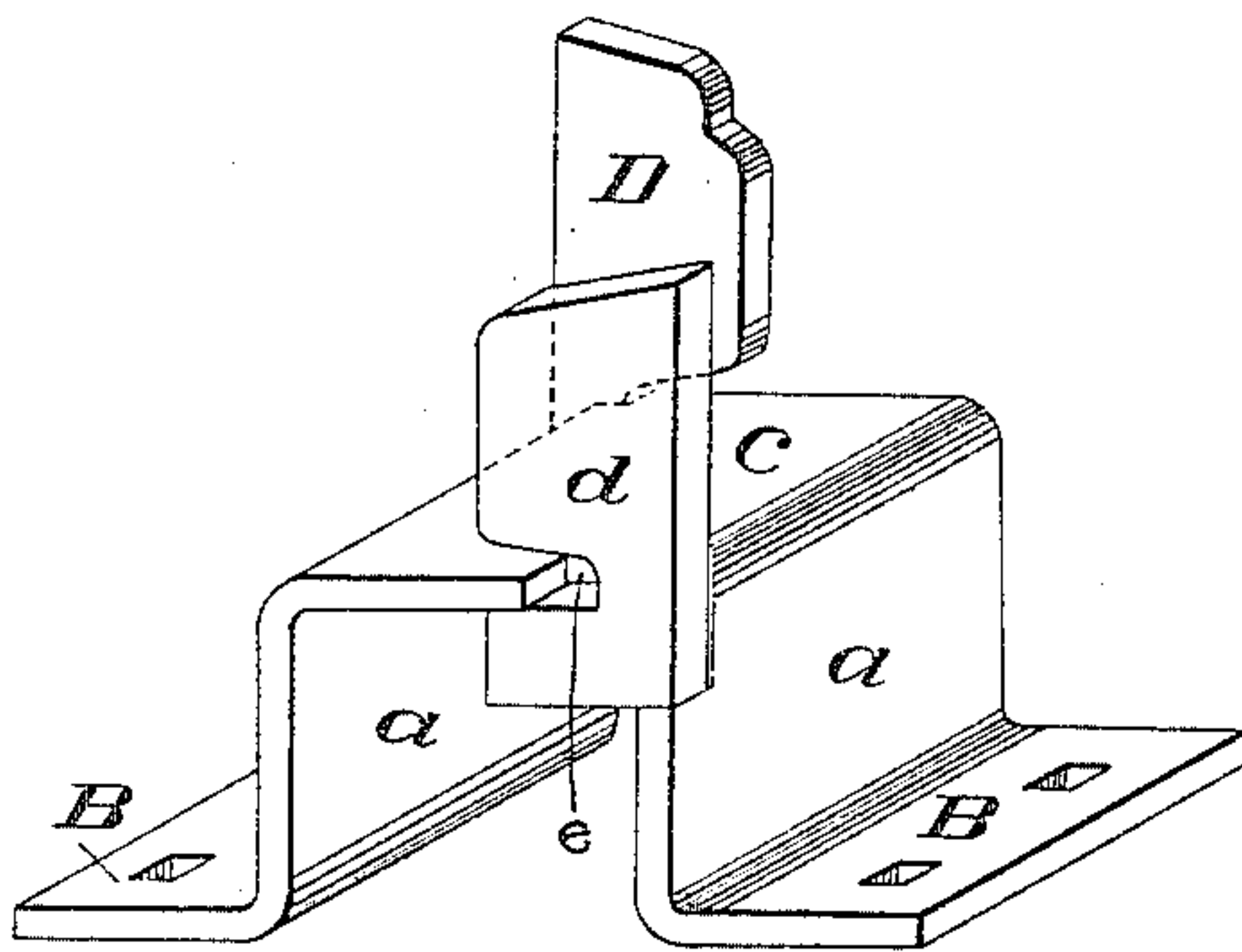


Fig. 4.

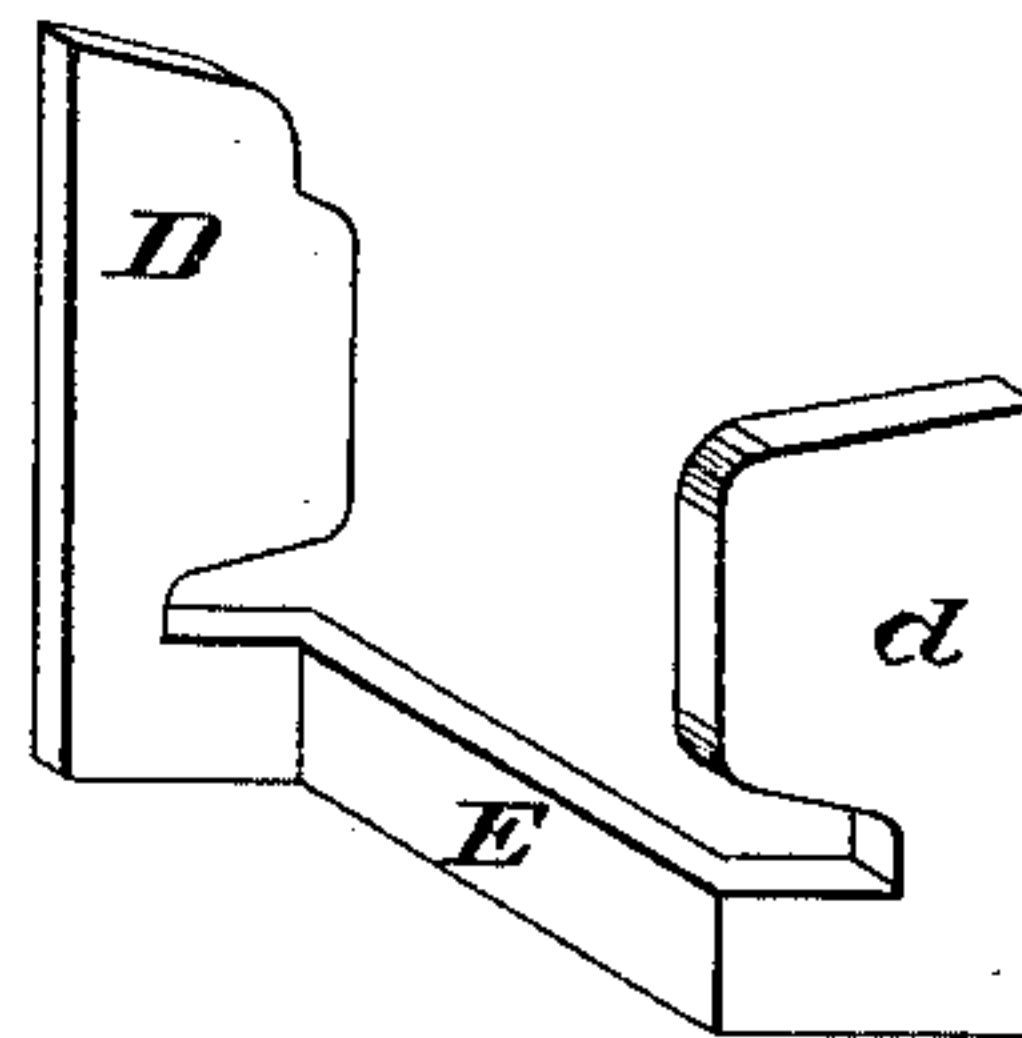


Fig. 5.

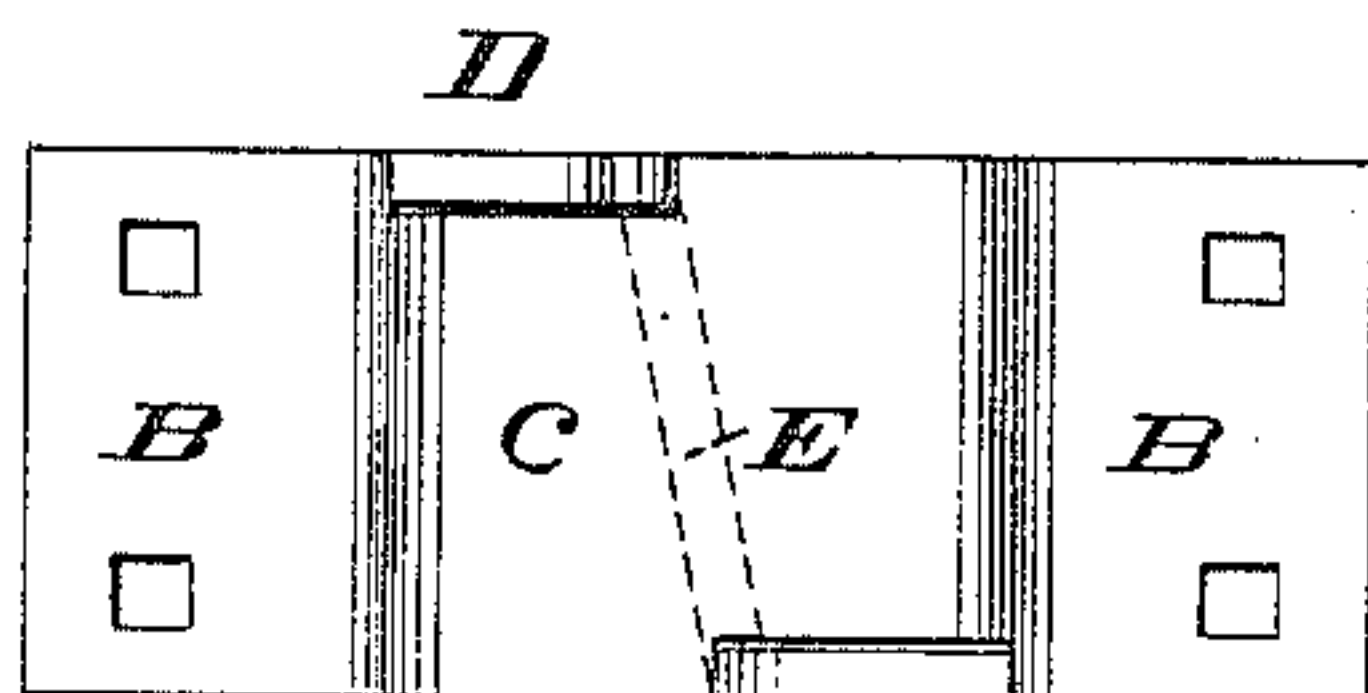


Fig. 3.

WITNESSES:

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RICHARD BERRIMAN, OF JOHNSTOWN, PENNSYLVANIA, ASSIGNOR TO THE
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DOUBLE-BRACE CHAIR FOR RAILROAD-RAILS.

SPECIFICATION forming part of Letters Patent No. 442,165, dated December 9, 1890.

Application filed May 5, 1890. Serial No. 350,633. (No model.)

To all whom it may concern:

Be it known that I, RICHARD BERRIMAN, of Johnstown, in the county of Cambria and State of Pennsylvania, have invented a new and useful Double-Brace Chair for Railroad-Rails, which invention is fully set forth and illustrated in the following specification and accompanying drawings.

The object of this invention is sufficiently indicated by its title above given.

The invention will first be described in detail and then particularly set forth in the claims.

In the accompanying drawings, Figure 1 shows the chair in end elevation, with a rail, shown in cross-section, in place. Fig. 2 is a side elevation of Fig. 1, looking from the left. Fig. 3 shows the chair in plan, the rail being omitted. Fig. 4 shows the chair in perspective, the rail being omitted. Fig. 5 is a view in perspective of the brace portion of the chair detached.

In said figures the several parts are respectively indicated by letters of reference as follows:

The letter A indicates the lower box portion of the chair; *a a*, its vertical sides; B B, its feet; C, the rail-seat; D, the outer portion of the double brace; *d*, the inner portion of the same, and E, the link or strip of metal connecting the two portions of the brace.

The chair is constructed as follows: The double brace, Fig. 5, can be stamped out of a single thickness of metal or flat plate, the two braces being shaped so as to fit the contour of that portion of the rail against which they bear. Said braces are then bent to such an

angle to the connecting-strip E as to bring them parallel to each other. The double brace being then brought to a bearing against the rail-seat portion of the chair, the chair is diagonally inserted over the lower flanges of the rail, and on being brought at right angles to the rail all the parts are firmly clamped and connected together. It will be observed that each lower end of the double brace secures a bearing in a recess *e*, stamped out of the rail-seat and sides of the chair, thus firmly interlocking all the parts.

It is evident that the form of rail used is not material, and that the shape of the double brace may be varied to suit many forms of rails which may be used, as circumstances may require; and it is also evident that the lower portions of the chair below the rail-seat may be varied to suit particular conditions without departing from this invention.

Having thus fully described my said invention, I claim—

1. A rail-chair for railroad-rails provided with an independent double brace having diagonally-located bearings for the rail.

2. A rail-chair provided with two diagonally-located brace-bearings connected by means of a link or strip, as E.

3. A box-chair for railroad-rails, having recesses, as *e*, stamped out of its rail-seat and sides, and provided with an independent double brace having diagonally-located bearings for the rail.

RICHARD BERRIMAN.

Witnesses:

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