

J. H. Jones,
Railroad Chair,
N^o 46,803. Patented Mar. 14, 1865.

Fig. 1.

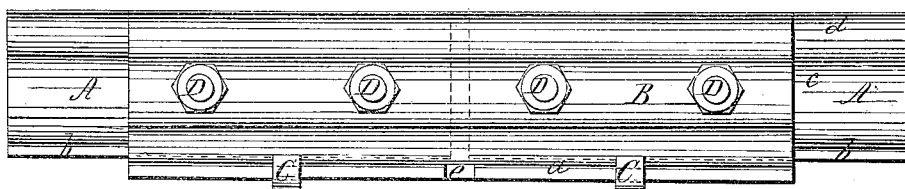


Fig. 2.

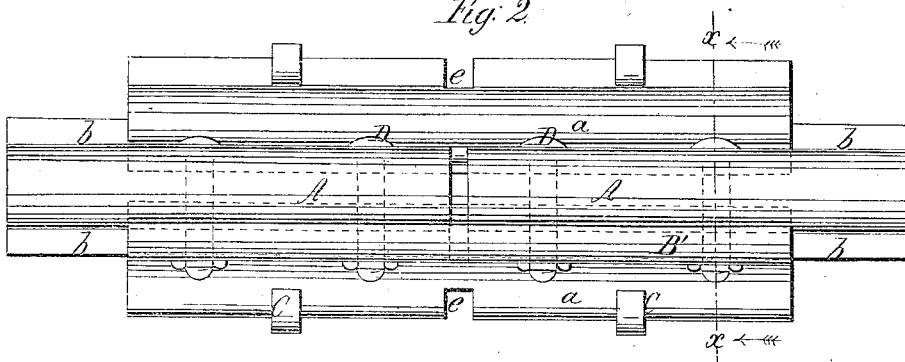
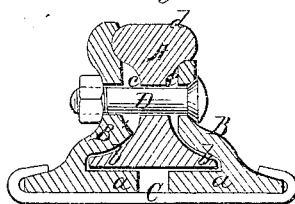


Fig. 3.



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UNITED STATES PATENT OFFICE.

J. H. JONES, OF IRONTON, OHIO.

IMPROVEMENT IN RAILROAD-CHAIRS.

Specification forming part of Letters Patent No. 46,803, dated March 14, 1865.

To all whom it may concern:

Be it known that I, J. H. JONES, of Ironton, in the county of Lawrence and State of Ohio, have invented a new and Improved Railroad-Chair; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side view of my invention; Fig. 2, a plan or top view of the same; Fig. 3, a transverse vertical section of the same, taken in the line *x x*, Fig. 2.

Similar letters of reference indicate like parts.

This invention relates to a new and improved chair for securing railroad-rails to cross-ties, and has for its object the securing of the ends of the rails in such a manner as to prevent them from rising and projecting up under the weight of the cars as the latter pass over them, thereby avoiding the hammering and battering of the ends of the rails, which is attended with great expense in keeping the rails in repair.

A A represent the adjoining ends of two rails, and B B' represent the two parts which compose the chair. These parts B B' may be of cast or wrought iron, and they are formed each with a base, *a*, for the bottoms of the rails to rest upon, as shown clearly in Fig. 3.

The part B of the chair is at the inner side of the rails, and it is so curved as to project over the lower parts, *b*, of the rails and then extend up vertically past the necks *c*, but not in contact therewith, and touch the rails at the under sides of their treads or upper parts, *d*, as shown clearly in Fig. 3.

The other part, B', of the chair is formed at its lower part precisely similar to the part B. Its upper part, however, extends up higher, and is curved, so as to receive the outer sides of the upper parts, *d*, of the rails, and have its

upper surface flush with the upper surfaces of the rails.

The bases *a a* of the two parts B B' of the rails are made to clamp the lower parts of the rails by means of bars C, which pass transversely under the bases, and are curved at each end in hook form, so as to fit over the edges of the bases, a bar or clamp, C, being near each end of the chair, as shown in Figs. 1 and 2. Bolts D pass transversely through the two parts B B' of the chair and through the rails A A, the bolt-holes in the latter being of oblong form to admit of the rails expanding and contracting, a suitable space being allowed between the ends of the rails so that they cannot come in contact, however much they may expand under the high temperature of the weather.

The chair is secured to the cross-tie by a spike at each side of it at its center, the notches *e* indicating where the spikes are driven.

It will be seen that by this arrangement the ends of the rails will be secured in proper position and prevented from rising so as to be hammered and battered out of shape by the car-wheels, the upper surface of the part B' of the chair serving as a bearing for the wheels as the latter pass over the joints of the rails.

I claim as new and desire to secure by Letters Patent—

Constructing the chair of two longitudinal parts, B B', one of which, B, extends up to the under side of the upper parts or treads, *d*, of the rails A A, and the other, B', extending up to the upper surfaces of the rails, both parts being provided with bases *a*, and so formed as to grasp the lower parts of the rails, in combination with the clamps C and bolts D, all arranged substantially as and for the purpose herein set forth.

J. H. JONES.

Witnesses:

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