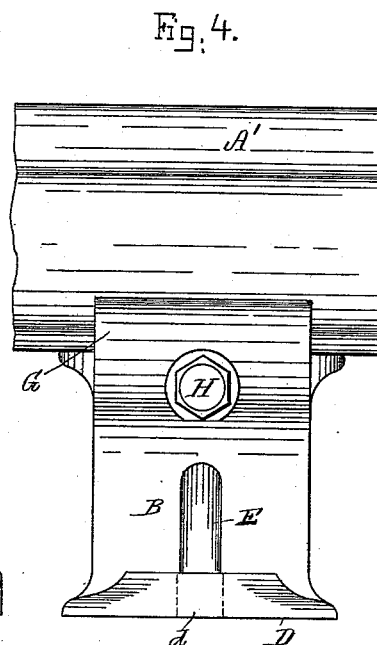
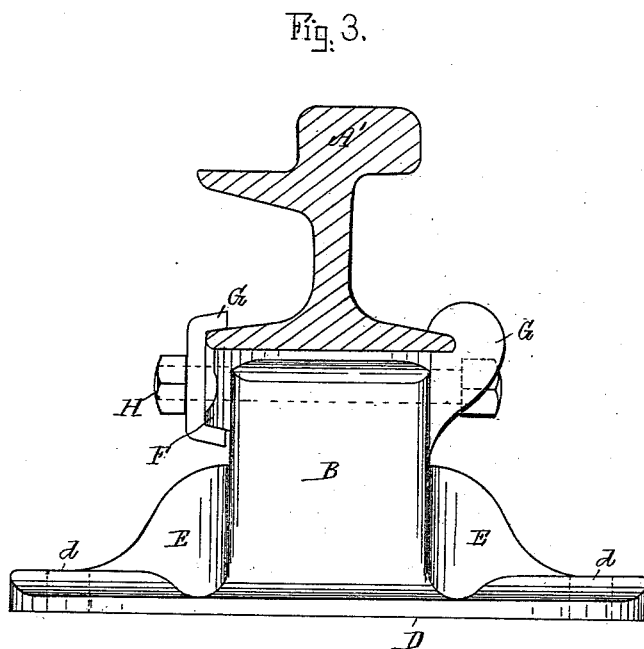
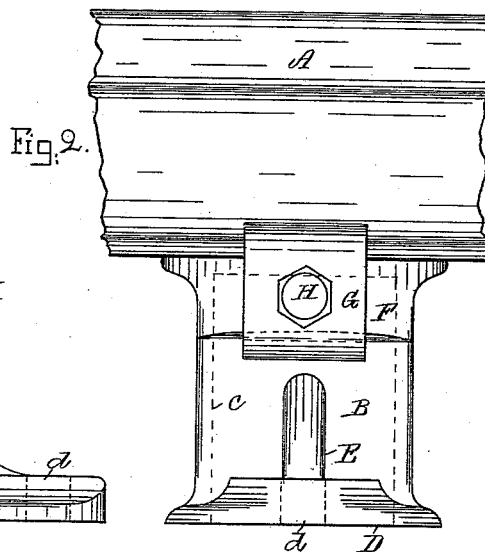
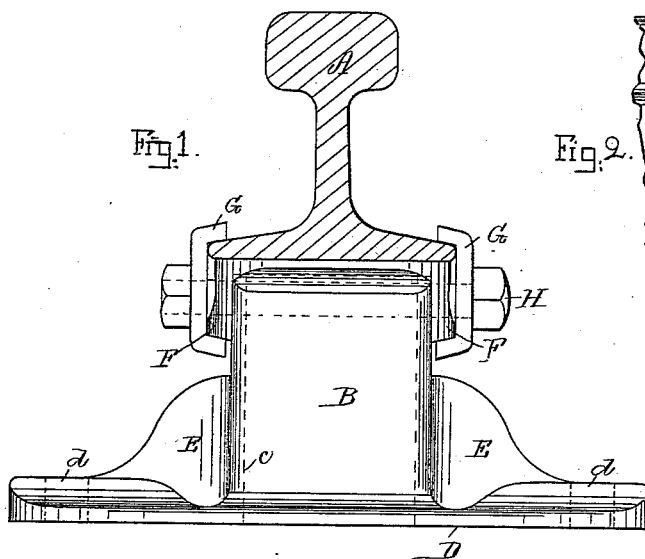


(No Model.)

R. T. WHITE.
RAILWAY CHAIR AND ITS FASTENING.

No. 420,133.

Patented Jan. 28, 1890.



Witnesses.

James Norris

Inventor.

Reynolds T White

UNITED STATES PATENT OFFICE.

REYNOLDS T. WHITE, OF BOSTON, MASSACHUSETTS.

RAILWAY-CHAIR AND ITS FASTENING.

SPECIFICATION forming part of Letters Patent No. 420,133, dated January 28, 1890.

Application filed October 7, 1889. Serial No. 326,215. (No model.)

To all whom it may concern:

Be it known that I, REYNOLDS T. WHITE, a citizen of the United States, residing at Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Railway-Chairs and their Fastenings, of which the following is a specification.

The object of my invention is to produce a chair for supporting T-rails and rails having a similar form of base; and my invention further consists in the means of securing the rails to the chairs, as hereinafter fully described, and pointed out in the claims.

Referring to the accompanying drawings, Figure 1 represents a vertical cross-section of a rail and an end view of a chair and means of securing the rail to the chair. Fig. 2 is a side view of same. Fig. 3 represents a modified form of rail-chair and fastening. Fig. 4 is a side view of same.

A represents a rail of the form known as a "T-rail," and A' is a rail having a different form of tread or top, but having the same form of base.

B is a chair, preferably made of box form, as shown by dotted lines C, Fig. 2, the bottom of the chair being open and the top closed to form a broad bearing for the rail to rest upon.

D is the base of the chair to rest upon a sleeper, and *d* are holes for bolster-spikes to secure the chair to same.

E is a bracket between the base of the chair and standard.

F F are projections on the sides of the chair, the widths at the lower ends of which are about the width of the base of the rail, and preferably a little narrower than the base of the rail at their upper part.

G G are clamps, made of wrought metal, of suitable size, and having their ends bent, as shown, so that they will fit over the lower edge of projections F on the chair and over the base of the rail A.

Have bolts of suitable size, that pass through the clamps G and chair B for securing the clamps to the rails A and chairs B.

In Figs. 3 and 4 I show a wrought-iron clip on one side and a clamp G on the other side, cast in one with the chair, said clamp being of suitable form to receive and retain the rail in its proper place. It will be readily seen that a road-bed of this form of construction can be easily and cheaply laid, and the rail will be held securely to the chair when the bolt H is screwed up tight on the clamps, the clamps being forced up on the projection F on the side of the chair and the web of the rail A, thus preventing the rail from working loose on the chair; and it will also be seen that this form of fastening will prevent the rail from working up and down or sidewise.

Having thus described my invention, what I claim is—

1. A chair B, composed of a hollow standard closed at its upper end and having a base D, and brackets E between the base and standards, and projections F on its sides, as and for the purposes set forth.

2. The combination of rail A and chair B, said chair having projections F on its sides of or about the width of the base of the rail, and clamps for securing the rail to the chair by a bolt, substantially as shown.

3. In railroad construction, the combination of rail A, chair B, projections F, clamps G, and bolt H, substantially as shown and described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

REYNOLDS T. WHITE.

Witnesses:

J. G. PENNYCUICK,
JAMES NORRIS.