

J. L. & C. W. RAHMSTECK.

RAILROAD RAIL CHAIRS.

No. 176,050.

Patented April 11, 1876.

Fig. 1

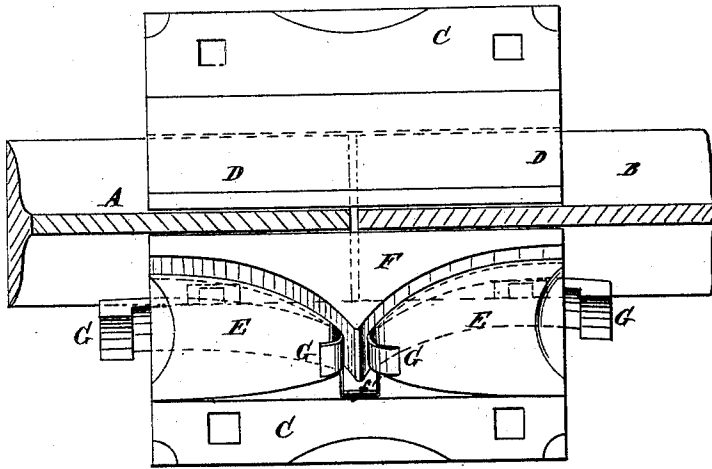


Fig. 2

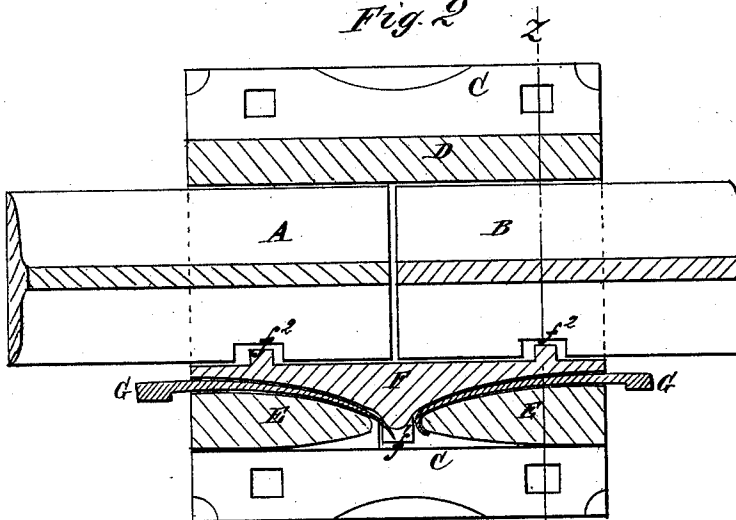
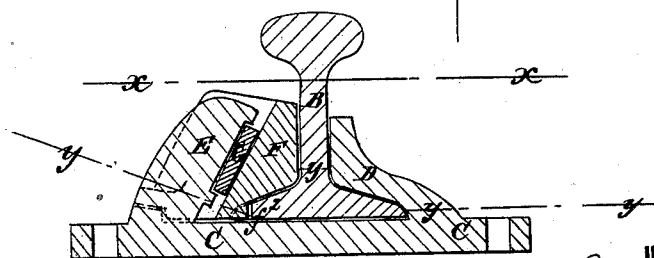


Fig. 3



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN L. RAHMSTECK AND CHARLES W. RAHMSTECK, OF RAHWAY, N. J.

IMPROVEMENT IN RAILROAD-RAIL CHAIRS.

Specification forming part of Letters Patent No. **176,050**, dated April 11, 1876; application filed March 21, 1876.

To all whom it may concern:

Be it known that we, JOHN L. RAHMSTECK and CHARLES W. RAHMSTECK, of Rahway, in the county of Union and State of New Jersey, have invented a new and useful Improvement in Railroad-Rail Chair, of which the following is a specification:

Figure 1 is a top view of our improved chair, the rail being shown in section through the line *x x*, Fig. 3. Fig. 2 is a detail section of the same, taken through the line *y y y*, Fig. 3. Fig. 3 is a cross-section of the same, taken through the line *z z*, Fig. 2.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish an improved rail-chair, which shall be simple in construction, easily adjusted in place, and which will hold the rails securely.

The invention consists in an improved railroad-rail chair, formed of the base, the flange, the inclined lock flange, made with curved inner surfaces and with a vertical central slot, the movable plate, made to fit between the rails and the inner surface of the lock-flange, and provided with the outer toe and the two inner toes, and the wedges, constructed and arranged to operate in connection with each other, as hereinafter fully described.

A and B represent the adjacent ends of two rails. C is the base of the chair, which is spiked to the tie in the usual way. Upon one side of the base C is formed a flange, D, which fits upon the flange and neck of the rails A B. Upon the other side of the base C is formed an inclined lock-flange, E, which is slotted vertically through its center, has its edges upon the opposite sides of the said slot rounded off, and has its inner surface curved from its ends to said central notch, as shown in Figs. 1 and 2, and a wide shallow groove formed in them, as shown in Fig. 3.

F is a movable plate, the inner side of which is formed to fit upon the flange and neck of the rails A B, and its outer side is so formed as to fit against the inner side of the lock-flange E. Upon the middle lower edge of the movable plate F is formed a toe, *f*¹, to fit into a notch in the lock-flange E, at the lower end of its slot, to keep the said movable plate from being pushed out of place by the wedges; and upon the end parts of its lower edge are formed two toes, *f*², to enter notches in the flange of the rails A B, to keep said rails from being forced out of place.

G are two metallic wedges, which are driven into the space between the movable plate F and the lock-flange E, and their forward ends are turned down over the outer side of said lock-flange, as shown in Fig. 1.

By this construction the wedges G exert a pressure downward against the flange of the rails A B, and inward against the neck of the said rails, so as to hold the said rail securely in place.

Having thus described our invention, we claim as new and desire to secure by Letters Patent—

An improved railroad-rail chair, formed of the base C, the flange D, the inclined lock-flange E, made with curved inner surfaces and with a vertical central slot, the movable plate F, made to fit between the rails and the inner surface of the lock-flange, and provided with the outer toe *f*¹ and the two inner toes *f*², and the wedges G, constructed and arranged to operate in connection with each other, substantially as herein shown and described.

JOHN L. RAHMSTECK.
CHARLES W. RAHMSTECK.

Witnesses:

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WM. SALING.