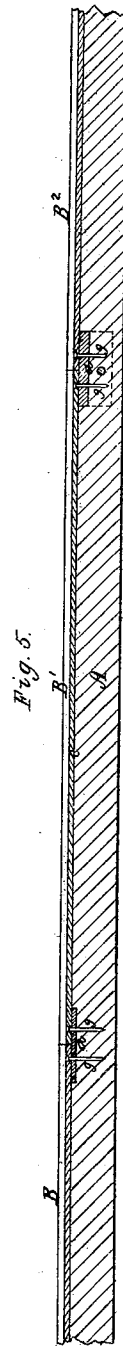
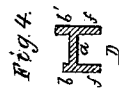
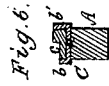
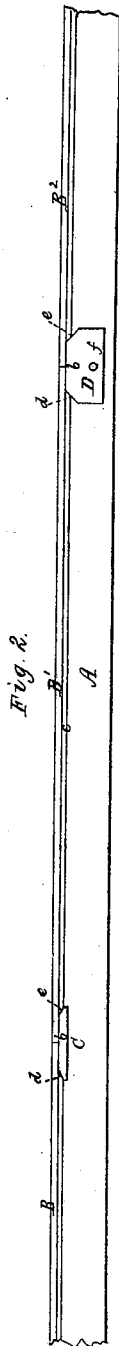
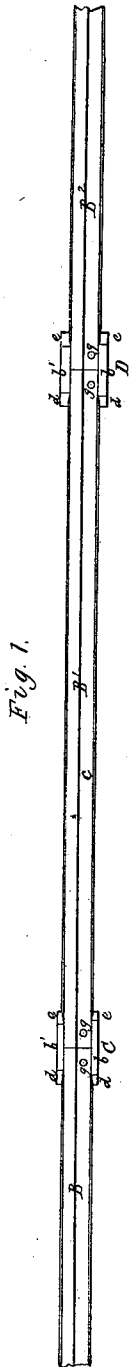


J. PECK.

RAILROAD RAIL-CHAIR.

No. 184,980.

Patented Dec. 5, 1876.



Witnesses

S. W. Piper.
J. M. Miller.

John Peck.

by his attorney.

R. H. Eddy.

UNITED STATES PATENT OFFICE.

JOHN PECK, OF BOSTON, MASSACHUSETTS.

IMPROVEMENT IN RAILROAD-RAIL CHAIRS.

Specification forming part of Letters Patent No. 184,980, dated December 5, 1876; application filed September 11, 1876.

To all whom it may concern:

Be it known that I, JOHN PECK, of Boston, of the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Railways; and do hereby declare the same to be fully described in the following specification, and represented in the accompanying drawings, of which—

Figure 1 is a top view of three "train" or horse railway rails with my invention applied thereto. Fig. 2 is a side elevation of the same and the supporting-sleeper. Fig. 3 is a transverse section of one, and Fig. 4 a transverse section of the other, of the two chairs. Fig. 5 is a longitudinal section of the rails, chairs, and sleepers. Fig. 6 is a transverse section of the sleeper and one of the chairs, taken through the joint of the rails. Fig. 7 is a similar section through the other chair.

One object of my invention is to facilitate the return of a car to the track after such car may have accidentally been run off the said track. Another object is, to support and keep in place two rails at their joint, and to there protect them from being crushed or broken down by the wheels.

The first part of my invention is the combination, with a railway rail or track, of wheel-flange guides arranged therewith, and provided with two bevels or inclined planes to each, all being substantially as set forth.

The second part of my invention is a railway-chair provided with two of such flanged guides, arranged with it, and for use with the rails of said chair, as explained and shown.

In the drawings, A denotes the sleeper of a tram railway, and B B¹ B² three of the track-rails in line with each other, and resting upon said sleeper, and in two chairs, C D, applied thereto. Each of the said chairs consists of a metallic plate, *a*, and two wheel-flange guides, *b b'*, erected upon it. The said guides are parallel to one another, and of a distance apart equal to that of the base *c* of either of the rails. The upper edge of one guide is flush or even with the upper sur-

face of the base, the upper surface of the higher flange being even with the treads of the rails. Furthermore, each of the said wheel-flange guides has its two opposite corners beveled, or, in other words, it has two inclined planes, *d e*, at its ends, they extending down from its upper edge, as shown.

Either or each of the chairs may also have what I term "sleeper-clasping flanges" *f f*, to extend below it, and down the vertical sides of the sleeper, and rest against such. The sleeper is to be notched in its upper part to receive the chair, in order that the rails may rest upon the sleeper, as well as on the seats of the chairs, such seats being flush with the upper surface of the sleepers.

The chairs and rails are to be fixed together and to the sleeper by nails or spikes *g g*, driven through such rails and chairs, and into the sleeper; and, should such be required, one or more bolts may be carried through the flanges *f f* and the sleeper.

By means of either of the bevels or inclined planes of each wheel-flange guide a car, when off the track, may be helped back thereupon, such being accomplished by one of the wheel-flanges of such car being drawn against, and up, the bevel, and upon, and obliquely across, the rail. While one wheel-flange may be ascending an outer flange-guide on one side of a track, the flange of the opposite wheel will be aided upon the rail by the lower flange-guide of such rail.

The inner flange-guides serve to prevent the wheel-flanges from catching between the pavement and inner edges of the rails, so as to hinder, or operate to hinder, the fellow-wheel flanges from mounting a higher flange-guide.

Each flange-guide, with its two inclined planes, instead of being part of a chair, may be in one piece with one of the rails; but I deem it preferable to make it part of a chair, as it, under such circumstances, operates to sustain the rails to better advantage in a lateral direction.

I claim—

1. In combination with a railway-rail, the two wheel-flange guides *b b'*, arranged there-

with, and provided with the two bevels or inclined planes *d e* disposed on them and with the rail, all substantially as set forth.

2. A railway-chair provided with the two wheel-flange guides *b b'*, arranged therewith, and provided with incline planes or bevels *d e* to each of them, all being essentially as shown and described.

3. A railway-chair having the sleeper-clasping flanges *f f*, and the two beveled flange-guides *b b'*, arranged substantially as explained and represented.

JOHN PECK.

Witnesses:

R. H. EDDY,
J. R. SNOW.