J. Bridger.

Railroad Chair.

No. 95,643. Patented Oct. 12, 1869.

Fig. 3.

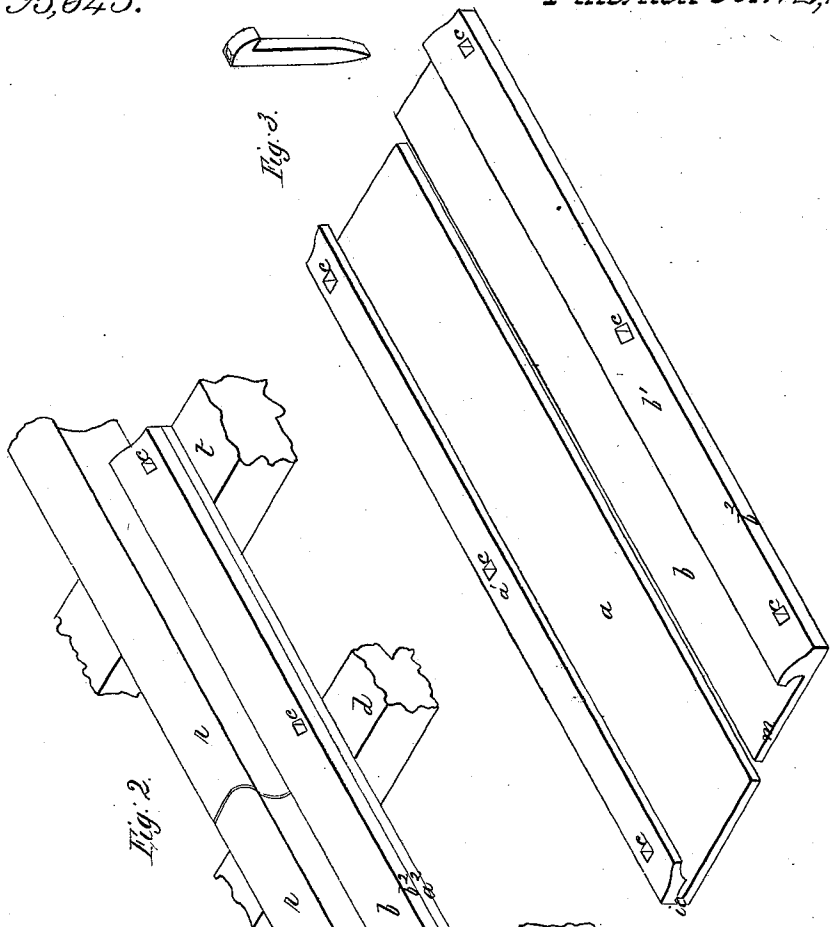


Fig. 2.

Fig. 1.

Witnesses;

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United States Patent Office.

JAMES BRIDGER, OF NEWARK, NEW YORK.

Letters Patent No. 95,643, *dated October* 12, 1869.

IMPROVED RAILWAY-RAIL CHAIR.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, JAMES BRIDGER, of Newark, in the county of Wayne, and State of New York, have invented a new and useful Improvement in Railroad-Chairs for Track-Rails; and I do hereby declare that the following is a full, clear, and exact description of the construction and application of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 is a transverse section enclosing a common T railroad-rail;

Figure 2, a perspective view of the same, as applied to the junction of two railroad-rails; and

Figure 3, a perspective view of the parts, separate.

Similar letters of reference indicate corresponding parts in all the figures.

The nature of my invention consists in providing a chair for the reception of contiguous railroad-rails, which shall hold the ends of the same at their juncture, as firmly from vertical and lateral motion and twisting of rails or chair, as though they were one continuous rail, the rails and chair mutually strengthening and supporting each other.

To enable those skilled in the art to make and use my invention, I will proceed to describe its construction and application.

The body of the chair consists of two oblong plates, rolled, cast, or otherwise manufactured, in such a manner, that each has a flat base and a flange along one edge, said flange projecting upward and inward, so as to rest upon the base of the rail, and hold the latter firmly in place.

In the drawings—

a is the flat base of one of the plates composing the chair, and b, that of the other, the latter being made narrower than the former, and adapted to rest upon it.

a^1 is the flange along the edge of the plate a, and b^1, that along the edge of the plate b, the two locking over the base of the rail r, as shown in fig. 1.

Under the shoulder or flange a^1, a rectangular recess, e, is provided to receive the edge m, of the flat plate b, which projects into it, as shown is figs. 1 and 2.

It will be observed, that under the flange of plate b, there is no recess corresponding to e in the opposite plate, but that when the edge m is inserted into its socket e, the recesses left under each flange, a^1 b^1, are symmetrical and equal, being adapted to fit perfectly to the base-flange of the rail.

And it will be further observed, that when the two plates are attached together for the purpose of supporting the rail, the chair appears perfectly symmetrical, the edge b^2 coming exactly over the edge a^2, and the thickness of both together being exactly equal to that of the edge i, along the opposite side of the chair.

Vertical holes, c c c, are made through the flanges a^1 b^1, and through the flat part of the two plates near their thin edge, through which holes spikes are driven into the cross-ties, the spikes clamping the two parts of the chair firmly together, and attaching the whole to the ties, so as to secure the rails from a vertical or lateral motion in relation to each other when the trains are passing over.

Having thus described my invention,

What I claim as my invention, and desire to secure by Letters Patent, is—

A symmetrical railroad-chair, constructed substantially as herein set forth, that is to say, of two plates, a a^1 b b^1, each having a flat base and one lateral flange, formed as described and shown, and the lower plate provided with a recess or socket, e, to receive the edge m of the upper plate, when employed in connection with spikes driven through holes c c, arranged as described, the whole constituting a chair to receive and securely hold the rail, substantially in the manner specified.

JAMES BRIDGER.

Witnesses:

JEROME BLANCHARD,

BYRON THOMAS.