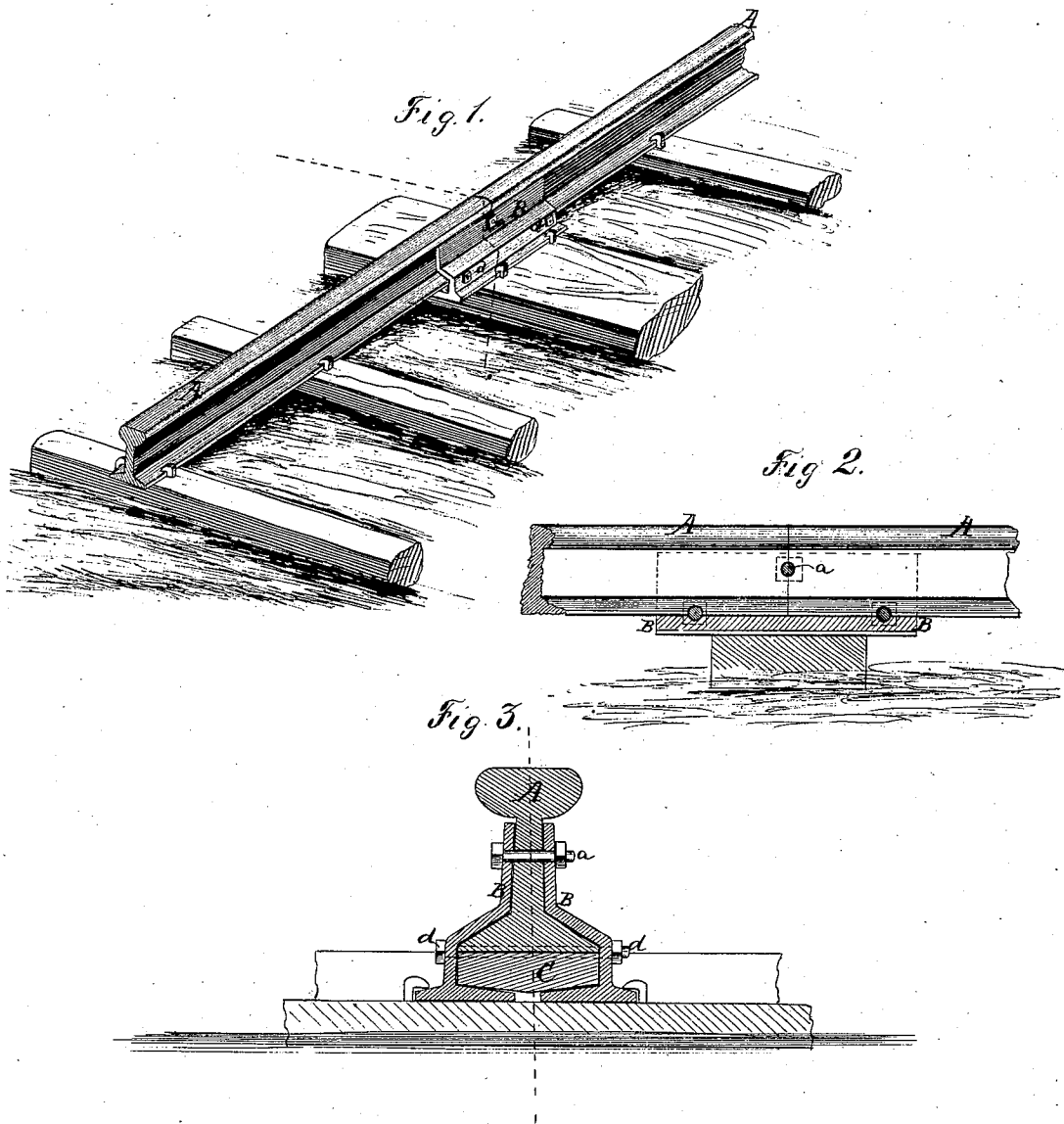


W^m H Staats
Rail Road Chair

110797

PATENTED JAN 3 1871



Witnesses.
C. F. Clausen
A. Eding, Esq.

Inventor.
W^m H Staats
per *Edwin Prout*
Attorney

United States Patent Office.

WILLIAM H. STAATS, OF CRESCENT, ASSIGNOR OF ONE-HALF HIS RIGHT
TO RUFUS LAPE AND CHARLES A. McLEOD; OF TROY, NEW YORK.

Letters Patent No. 110,797, dated January 3, 1871.

IMPROVEMENT IN RAILWAY RAIL-CHAIRS.

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, WILLIAM H. STAATS, of Crescent, in the county of Saratoga and State of New York, have invented an Improved Railroad-Chair; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon.

Drawing.

Figure 1 is a perspective view of my improved chair;

Figure 2 is a sectional elevation, taken on the line $x x$ of fig. 3; and

Figure 3 is a cross-section, taken on the line $y y$ of fig. 1.

Similar letters of reference are used in the designation of identical parts in each of the figures.

This invention relates to railroad rail-chairs, and has for its object to secure the chair or clamps to the rails without passing bolts through the rails; also, to provide an easy or elastic surface upon which to rest the rails, said bed-plate or rest being held firmly to and against the bottom of the rail by the side-chairs or clamp; and to this end—

My invention consists in the construction, combination, and arrangement of the parts of which it is composed, all of which will be more fully described and set forth in the description and claim which follows.

To enable those skilled in the art to which my invention appertains to make and apply the same, I will proceed to describe its construction and operation.

In the annexed drawing forming a part of this specification—

A A represent the ordinary T-shaped rails.

B B are the clamps or principal parts of my chair, which are of such a form as to adapt themselves to the contour of the rails and the bed-plate upon which they rest, as is very clearly shown in fig. 3 of the drawing.

The base portions of the parts B B are in the form of a half-wedge, their upper surfaces having the form of an inclined plane which corresponds to the beveled edges of the bed-plate C, so that, as the bolts $d d$ are tightened, the clamps B B will press the part C snugly against the under surfaces of the rails A A.

The bolt a passes through the clamps B B and semicircular grooves in the rails A A, while the bolts $d d$ also pass through the clamps in like grooves in the bottom of the rails and the upper surfaces of the bed-plate. With this device there is no drilling of holes through the rails.

Having thus described my invention,

What I claim, and desire to secure by Letters Patent of the United States, is—

The rails A A, resting upon the beveled elastic bed-plate C, said parts being inclosed by the clamps B B, and secured by bolts, $a d$, in the manner shown, substantially as described, and for the purpose set forth.

In testimony whereof I have signed my name to this specification in the presence of two attesting witnesses this 14th day of September, 1870.

W. H. STAATS.

Witnesses:

CHAS. M. AUSTIN,
C. W. BOUGHTON.