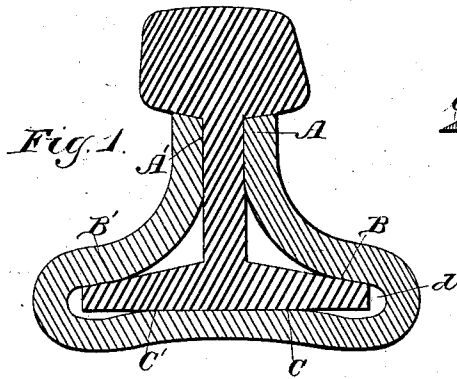
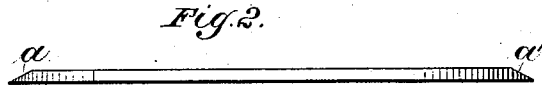
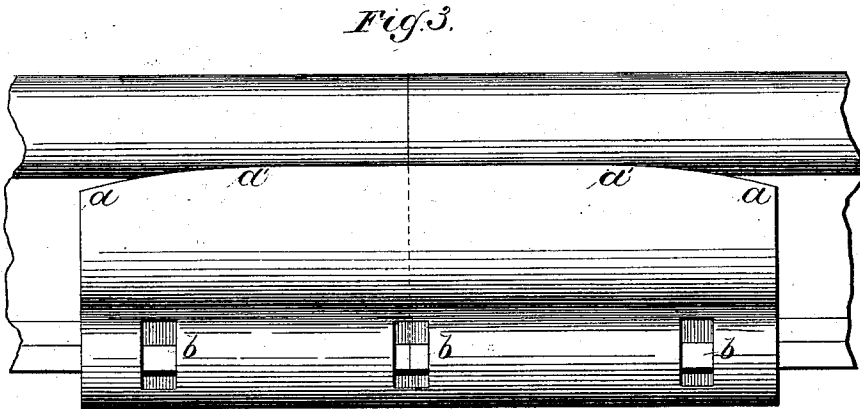
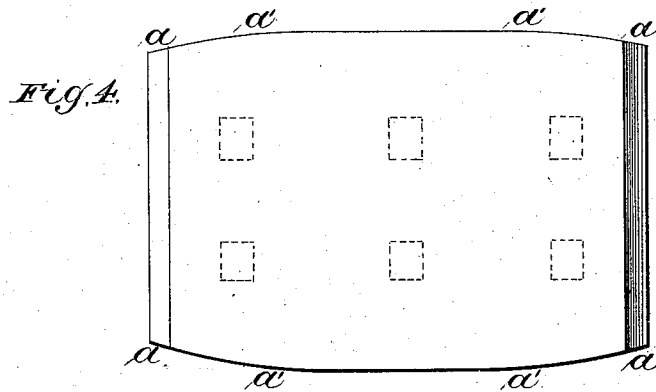


(No Model.)

T. TOSTEVIN.
RAILWAY RAIL CHAIR.

No. 261,497

Patented July 18, 1882.



Witnesses.

Elli G. Davis
H. W. H. H. H.

Inventor

Thomas Tostevin

UNITED STATES PATENT OFFICE.

THOMAS TOSTEVIN, OF COUNCIL BLUFFS, IOWA.

RAILWAY-RAIL CHAIR.

SPECIFICATION forming part of Letters Patent No. 261,497, dated July 18, 1882.

Application filed December 16, 1881. (No model.)

To all whom it may concern:

Be it known that I, THOMAS TOSTEVIN, of Council Bluffs, in the county of Pottawattamie, and in the State of Iowa, have invented certain new and useful Improvements in Railway-Rail Chairs; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference thereon, making a part of this specification.

This invention relates to railway-rail chairs or joints, and is designed to secure a safe and durable connection between the ends of "T-rails," so called, without the use of bolts or nuts.

Figure 1 represents a cross-section of the chair or joint attached to the rail, showing the points of contact therewith—viz., at A A', between the under part of the rail-table and the lower flange at B B' C C', whereby the chair is made to act as a key or wedge between the under part of the rail-table A A' and the lower flange, B B', aforesaid, as hereinafter shown.

The chair is preferably made of Bessemer steel, made permanently elastic, or may be made of tough iron.

In order to secure a certain degree of adaptability to rails having slight variations in form and size, the space *d d'* is left between the chair and rail, the bottom of the chair having an upward curve. The sides are also curved. By this mode of construction several objects are secured. The lower flange of the rail may be tightly grasped, though differing slightly in thickness, and a cushioned seat or bearing is likewise given to the rail, which rests simultaneously on the chair at the points A A' B B' C C', the curved form of the chair-sides per-

mitting a slight yield of each contact-point under pressure, and thus conjointly assisting each other; also, when the curved chair-bottom is depressed by a superincumbent weight the sides at A A' are forcibly pressed against the rail, thus creating an automatic grip.

Fig. 4 represents the inner face of the blank of which the chair is formed, having its ends beveled to form a flaring mouth, when finished, to assist in the entrance of the rail when the chair is driven on. The blank is likewise made wedge-shaped or beveled from *a* to *a'* before turning it over its form in manufacturing it. By this construction it is, when driven on the side, forcibly pressed as a wedge between the rail-table and lower flange, as hereinbefore mentioned.

Fig. 2 represents the side of the blank and chair when turned, showing the bevel on the inner face at *a' a'* at each end.

Fig. 3 represents the chair attached to the rails, showing the notches *b* to admit spikes or bolts, by which the chair may be spiked to one or more ties. It may, however, be placed between the ties.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—

An improved railway-rail chair formed of one piece of metal bent in the form substantially as herein specified, having the top and interior ends beveled to form a key or wedge when driven on the rail.

THOMAS TOSTEVIN.

Witnesses:

C. V. IMLAU,
W. B. MAGNEDEN.