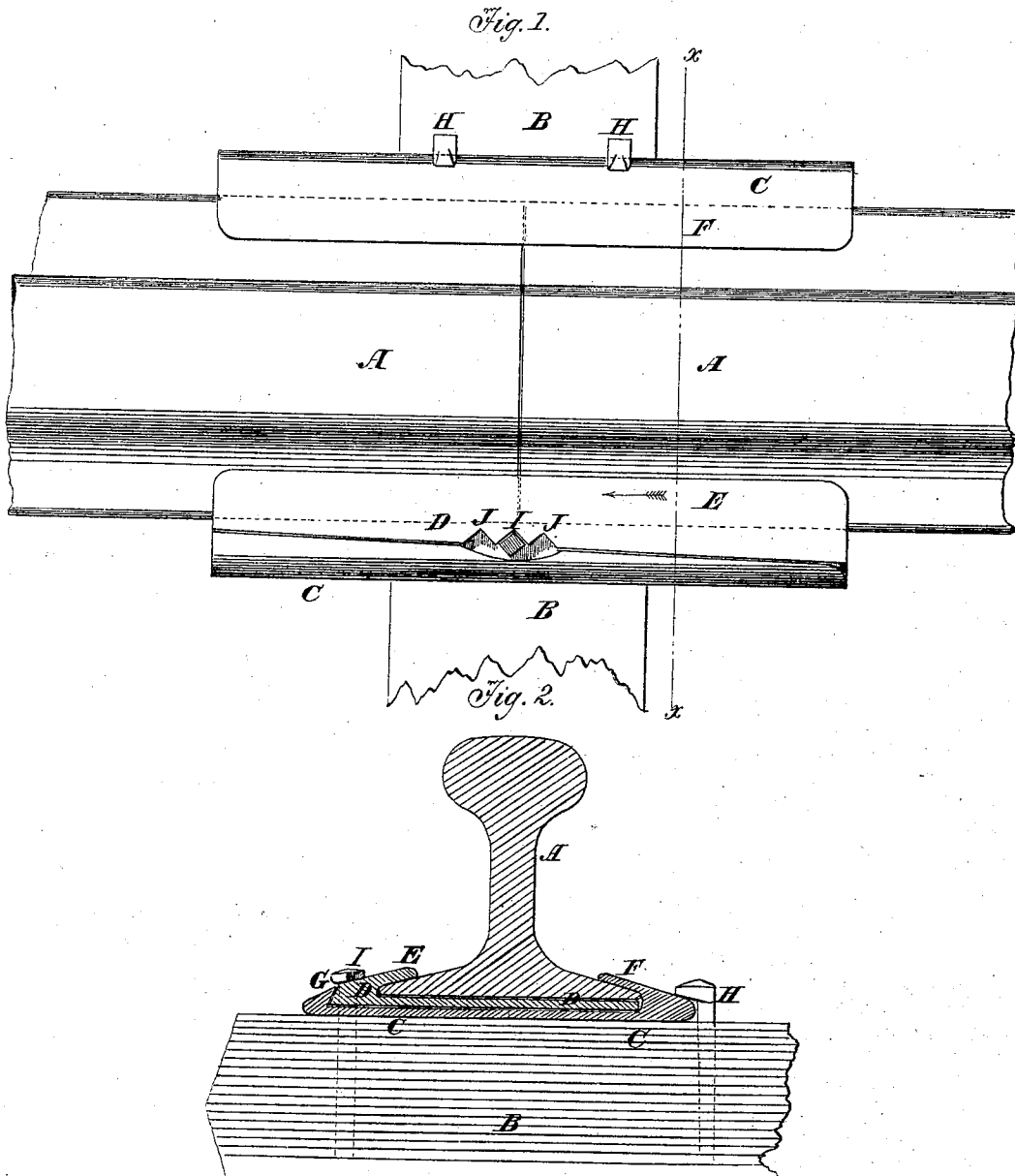


D. D. ELDRIDGE.

Railroad Rail-Chairs.

No. 136,426.

Patented March 4, 1873.



Witnesses:

Seligman
V. McAuley

Inventor:

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UNITED STATES PATENT OFFICE.

DANIEL D. ELDRIDGE, OF LA FAYETTE, INDIANA.

IMPROVEMENT IN RAILROAD-RAIL CHAIRS.

Specification forming part of Letters Patent No. **136,426**, dated March 4, 1873.

To all whom it may concern:

Be it known that I, DANIEL D. ELDRIDGE, of La Fayette, in the county of Tippecanoe and State of Indiana, have invented a new and useful Improvement in Compound Chair for Connecting Railroad Rails, of which the following is a specification:

The object of this invention is to provide efficient means for connecting the rails of railroads, and to give the ends a substantial support and a firm bed; and it consists in a compound chair, constructed and applied substantially as hereinafter described.

In the accompanying drawing, Figure 1 is a top view. Fig. 2 is a vertical cross-section of Fig. 1 taken on the line *x x*.

Similar letters of reference indicate corresponding parts.

A A represent the two rails. B is the tie. C is a bed-plate with a flange upon either edge. D is the fastening-plate, which rests upon the bed-plate and receives the rails, as seen in Fig. 2. E is the hook-flange of this plate. F is the hook-flange of the bed-plate. The other flange of the bed-plate is a dovetail, G, which receives the edge of the fastening-plate, as represented in Fig. 2. This dovetail G is of wedge shape, so that in driving the two plates together in the direction indicated by the arrow the fastening-plate acts as a key. The compound chair when thus applied to the rail-joint is secured to the tie by means of spike

H H on one side, and one or more spikes, I, on the other side. J represents one or more notches in the edge of the fastening-plate. The spike I passes through a hole in the bed-plate and engages with one of the notches in the fastening-plate.

When, by means of the wear of the rail, the joint becomes loose, the spike I may be withdrawn and the fastening-plate may be driven up so as to tighten the chair to the rails. When the spike is replaced it will engage with a new notch, and thus hold the plates tightly together while keeping the two rails in position.

The plates C and D are rolled out in the rolling-mill, and are consequently constructed at moderate cost; and, being adjustable to the rails, the latter may always be kept in their proper position, thus giving an even tread for the car-wheels.

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

A compound chair for the joints of rails, consisting of the bed-plate C and fastening-plate D, arranged in reference to each other and to the rail substantially as shown and described.

DANIEL D. ELDRIDGE.

Witnesses:

G. W. JOHNSON,
S. K. RICHARDS.