

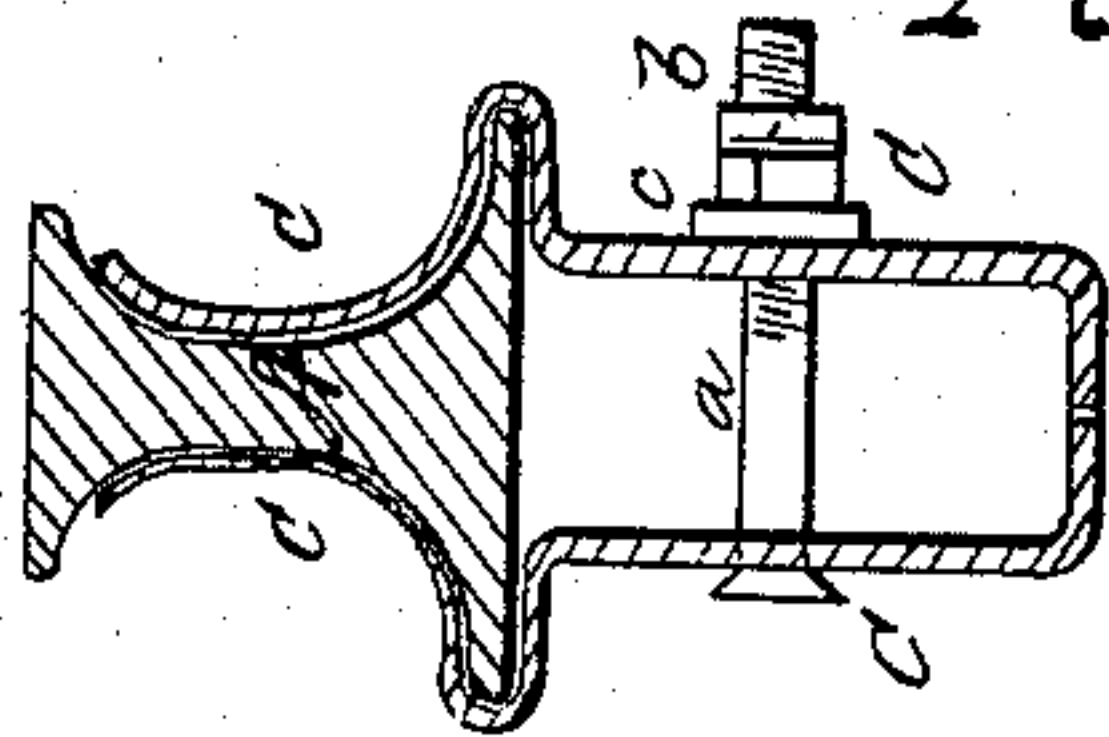
*B. J. Romaine.*

*Railroad Chair.*

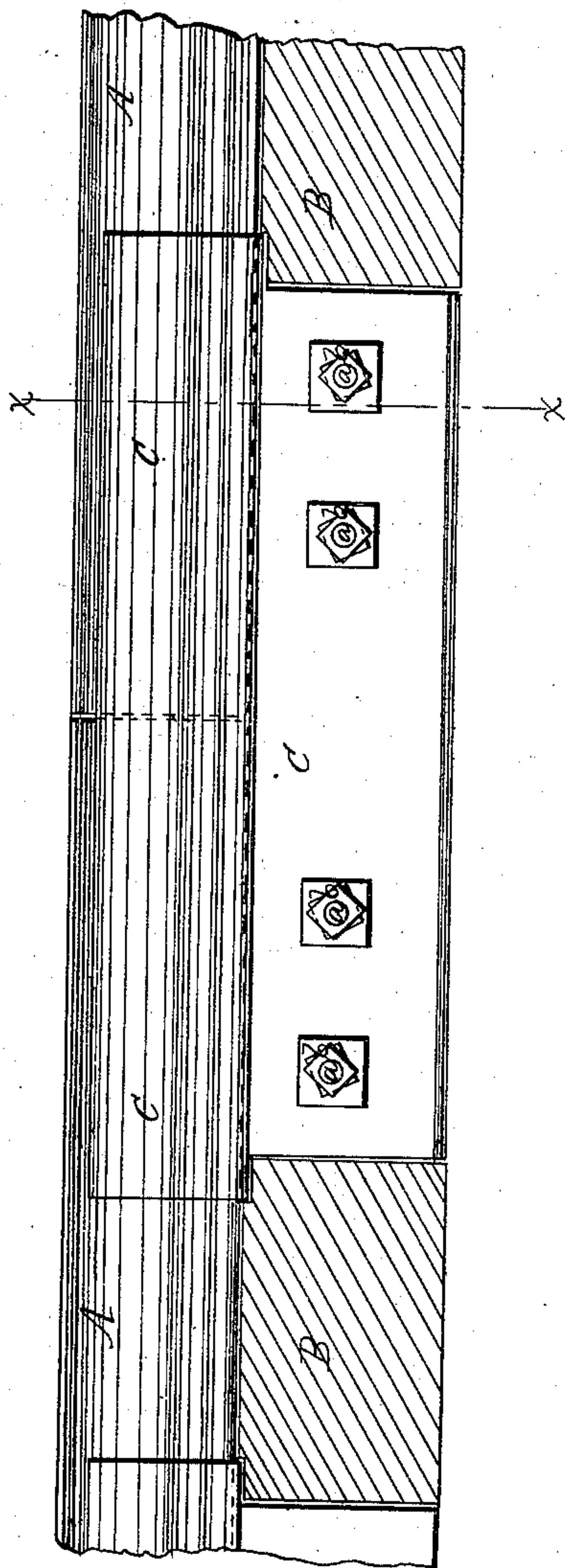
*N<sup>o</sup> 70,271.*

*Patented Oct. 29, 1867.*

*Fig. 2.*



*Fig. 1.*



*Witnesses: Theo. Fische  
J. A. Service.*

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# United States Patent Office.

B. J. ROMAINÉ, OF HACKENSACK, NEW JERSEY.

*Letters Patent No. 70,271, dated October 29, 1867; antedated May 1, 1867.*

## IMPROVED RAILROAD-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, B. J. ROMAINÉ, of Hackensack, Bergen county, New Jersey, have invented a new and improved Railroad-Chair; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 represents a side view of my improved railroad-chair, and

Figure 2 is a vertical cross-section of the same, taken on the line *x x*, fig. 1.

Similar letters of reference indicate corresponding parts.

This invention relates to a new railroad-chair, which consists of wrought-iron plates, bent to enclose the sides of the rails, and resting upon two sleepers, being long enough to reach between them. These plates extend downwards below the rail, and are held together and connected by means of bolts or screws passing through these downward projections.

The advantage of this chair or joint over those now in use is that the rails are not weakened by bolts passing through them; that the rails are firmly supported and prevented from jarring or shaking, but not from expanding and contracting. This chair can be applied to new rails as well as to broken ones.

A A are the ends of two rails which are to be supported by a chair. The joint is arranged about midway between two sleepers, as shown. C C are two wrought-iron plates, of which one is secured on either side of the rail. Each of these plates is bent around the side of the rail, so as to lie flush against the rail, and is bent around the lower edge, and laid underneath a portion of the bottom of the rail, as shown. The rails are thus well clasped by these plates. From the bottom of the rails these plates are bent downward in a vertical direction, (see fig. 2,) to receive the bolts *a a*, by which these lower parts are clamped together. The closer they are drawn together by the bolts the more will the plates press against the under side of the rails, and the said rails will thus be completely supported. The ends of the plates rest upon the sleepers B B, as shown in fig. 1. The bolts *a a* are provided with nuts *b*, and elastic washers *c*, as shown.

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

The wrought-iron plates C upon each side of the rail, their upper portions bent to receive the flange of the rail and embrace the web, lying flush therewith; their lower ends bent at right angles, and adjusted nearer to or further from each other by means of the screw *a* and nut *b*, the projecting portion of the curved upper part under the flange of the rail resting upon the ties, as herein described for the purpose specified.

Witnesses:

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