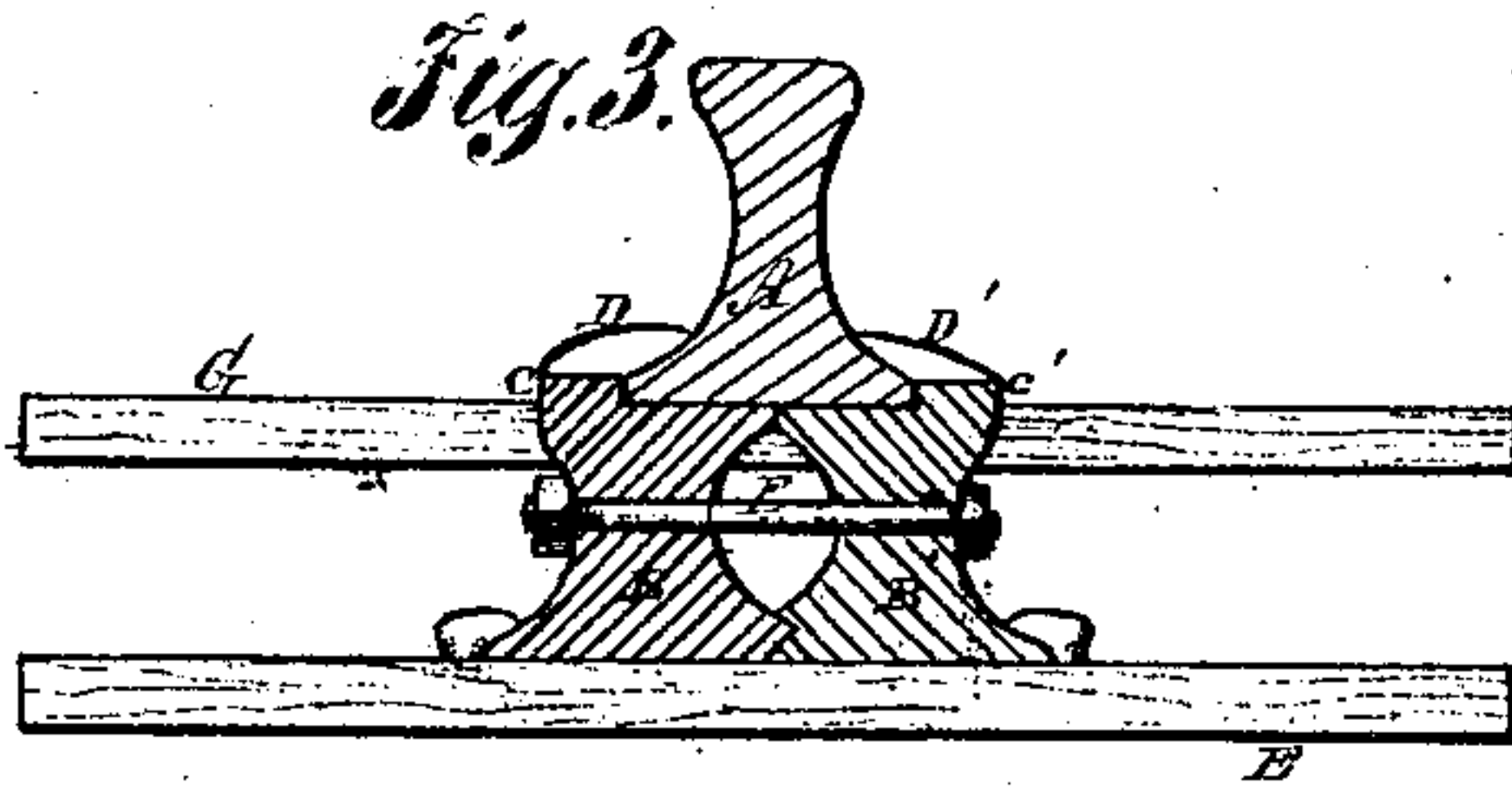
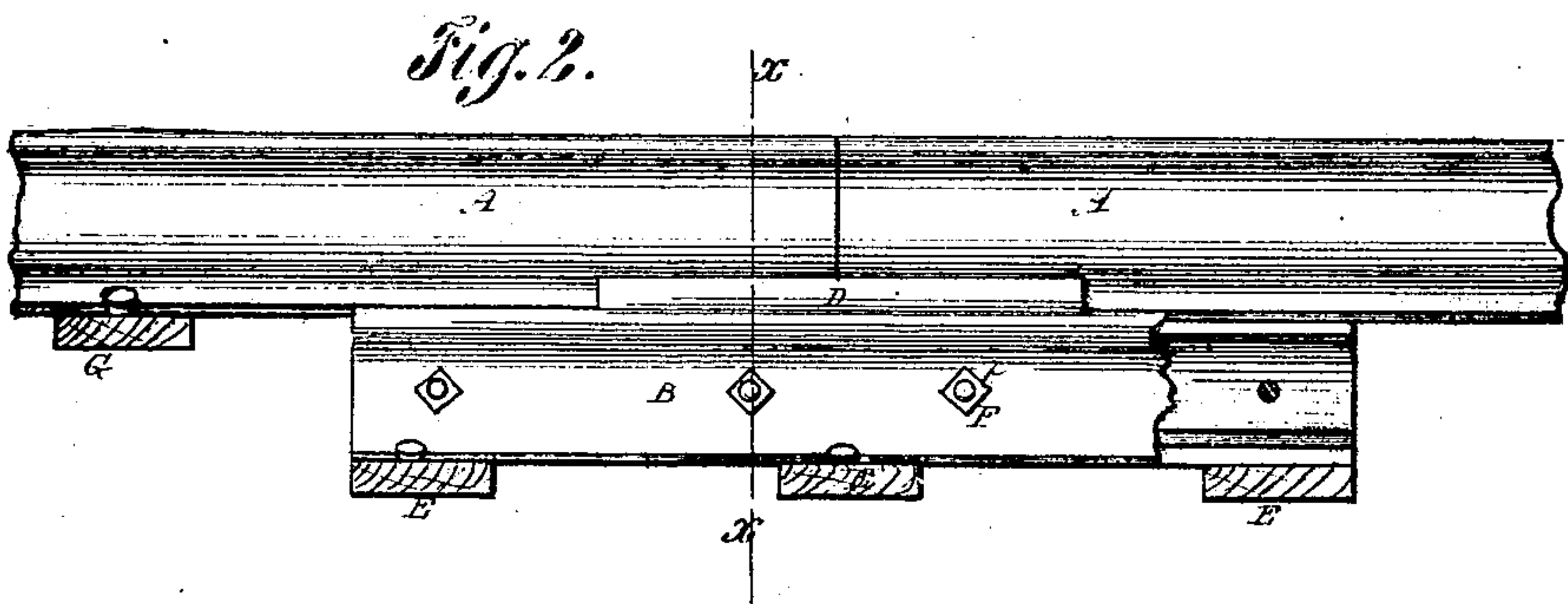
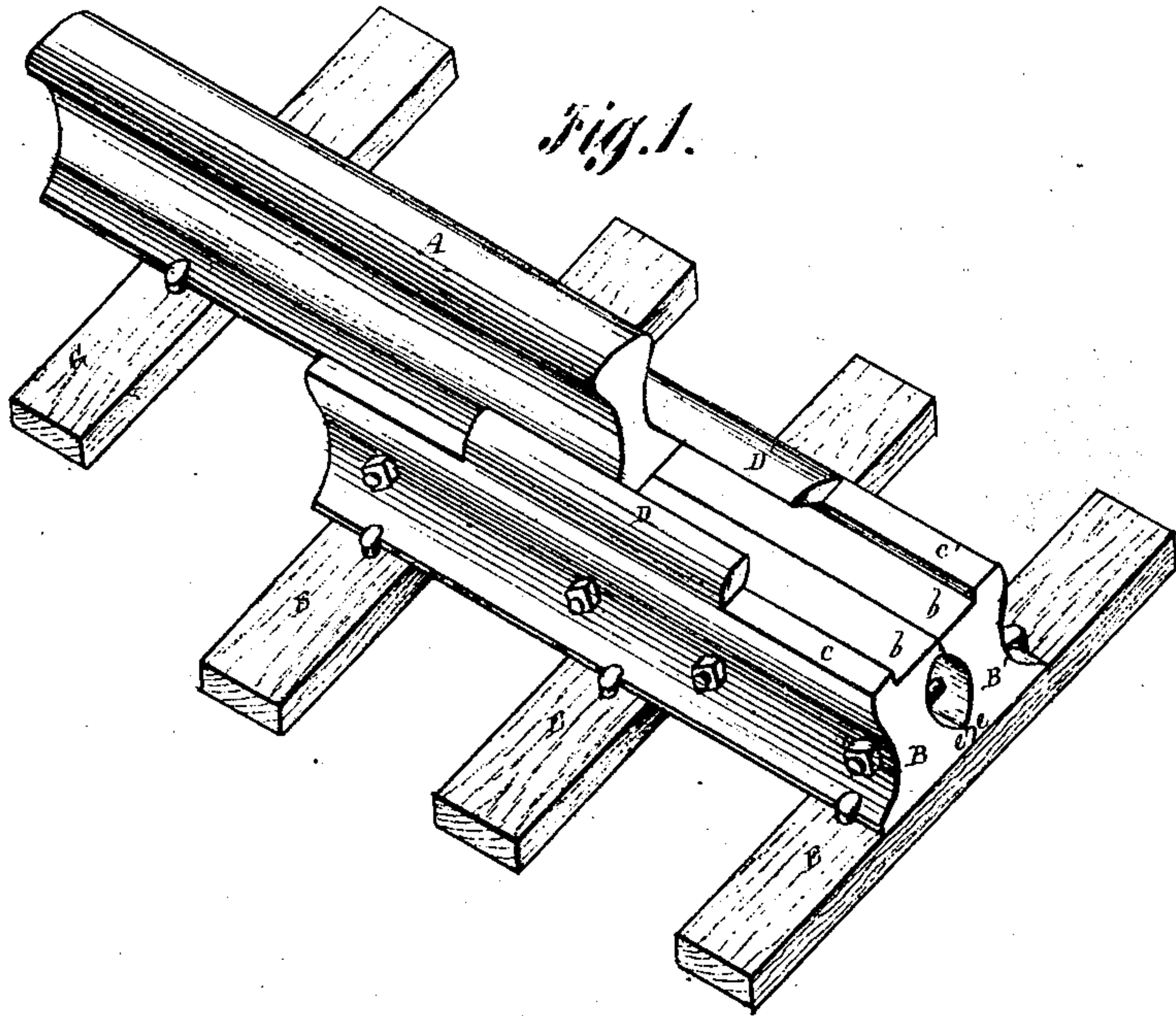


*J. S. Weiner,*

*Railway Chair.*

*No. 103692.*

*Patented May 31, 1870*



*Witnesses:*

*Chas. Artos.*

*Geo. A. Mark.*

*Inventor:*

*John S. Weiner*  
*per Adam Brothers*  
*Attys*

# United States Patent Office.

JOHN S. WEIMER, OF PLEASANT HILL, OHIO.

Letters Patent No. 103,692, dated May 31, 1870.

## IMPROVEMENT IN 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, JOHN S. WEIMER, of Pleasant Hill, in the county of Miami and State of Ohio, have invented a new and 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 railroad chair.

Figure 2 is a side elevation, with the chair supporting two rails.

Figure 3 is a transverse vertical section, taken on a line, *xx*, of fig. 2.

Similar letters of reference denote like parts in each of the figures.

This invention relates to an improved railroad chair; and

It consists in supporting the ends of the line-rails, with a chair constructed of two pieces of T-rails of suitable length, their upper surfaces being so made as to receive and hold in position the line rails of the track, and allow them to expand or contract during cold or warm weather, all of which will be more fully designated and set forth in the following specification and claim.

To enable others skilled in the art to which my invention relates 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 line rails of a track constructed in the common T-form.

B B refer to my improved chair, which is made of

two pieces of rails having a flat upper surface, *b b*, and longitudinal projections *cc'*, which, when said rails are taken together, form a grooved bed, within or upon which the ends of the rails A A are to rest.

D D' are flanges, which are to be made sufficiently durable to hold the ends of the line rails securely in position.

The rails B B' rest upon ties E E, which are laid a sufficient depth below the others to allow my improved chair to be laid under and lengthwise with the line rails A A.

F F are bolts, which pass through rails B B', and are secured by screw-nuts *f f*.

B' has a groove, *e*, adapted to a lip, *e'*, on rail B, this giving an additional security to the chair.

G G represent the ordinary ties of the track.

By my improved chair the rails of the track are firmly and evenly matched, the raveling of the rails, when struck by the wheels of the cars when their surfaces are uneven, is prevented, and a more easy and uniform motion to the cars is secured.

Having thus described my invention,

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

A railway chair, formed of the two T-piece rails B B', they having shoulders *b b*, central cheeks or flanges D D', upon each side of which are formed longitudinal ridges or projections *cc'*, said rails being secured by bolts F F, and meshing together at their lower edges by means of the groove *e* and lip *e'*, as shown and described.

JOHN S. WEIMER.

Witnesses:

FRED. DEETER,  
JOSEPH REEDER.