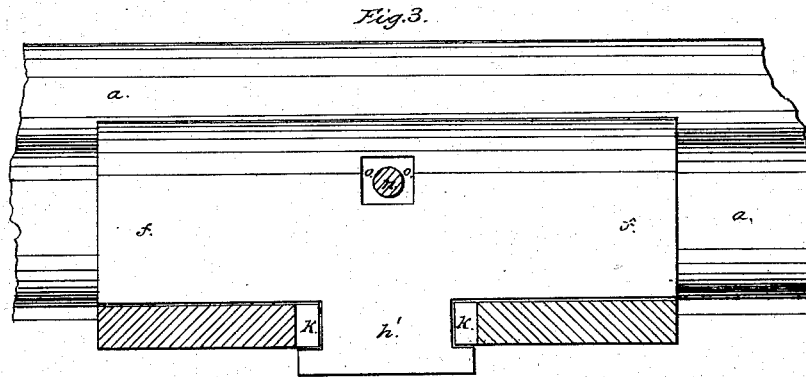
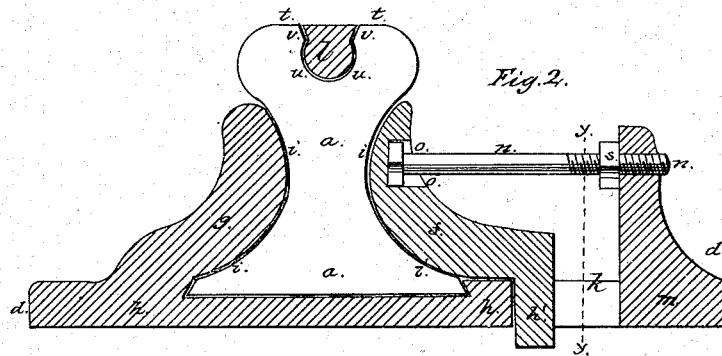
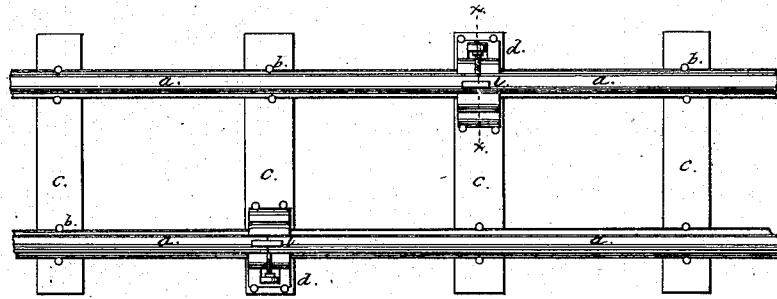


*W. H. Peckham.*

*Railroad Chair.*

*N<sup>o</sup> 47,747.*

*Fig. 1. Patented May 16, 1865.*



*Witnesses:*  
*M. W. Weston.*  
*C. L. Topleff.*

*Inventor:*  
*W. H. Peckham.*

# UNITED STATES PATENT OFFICE.

WILLIAM H. PECKHAM, OF NEW YORK, N. Y.

## IMPROVED RAILWAY-CHAIR.

Specification forming part of Letters Patent No. 47,747, dated May 16, 1865.

*To all whom it may concern:*

Be it known that I, WILLIAM H. PECKHAM, of New York, in the county of New York and State of New York, have invented new and useful Improvements in Railroad-Chairs; 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 a part of this specification.

In the accompanying plate of drawings my improvements are represented, Figure 1 being a plan or top view of a portion of a railroad with my improvements applied thereto; Fig. 2, a transverse vertical section in plane of line *x x*, Fig. 1; Fig. 3, a section in plain of line *y y*, Fig. 2.

The present invention has for its object the firm clamping and holding of the rails at their points of junction by a new and peculiar arrangement of the chair.

*a a a*, &c., in the drawings represent the ordinary rails of railroads fastened in the usual manner by spikes *b b b*, &c., to sleepers or cross-ties *c c c*, &c.; *d d*, my improved chair placed at the junction of two contiguous rails, and made as follows:

*f f* and *g g* are two jaws, one of which, *g*, is securely fastened to or forms a part of a horizontal plate, *h*, while the other, *f*, is free to play back and forth from and toward the fixed jaw *g*, being guided by the projecting piece *k* of the plate *H*. The interior faces, *i i*, of the jaws conform to the contour of the side surfaces of the rails *m*. A stationary post fastened to or forming a part of the plate *h* and on the

same side with the jaw *f*. Through this post *m* loosely passes a horizontal screw-bolt, *n*, extending toward and entering a socket, *o*, in the jaw *f*, in which it comes to a bearing. (See Fig. 2.) On this bolt *n*, between post *m* and jaw *f*, and bearing against the post, is a screw-nut, *s*, by the turning of which to the right or left the movable jaw *f*, as is evident, is made to travel to or from the fixed jaw *g*, as may be desired.

The chair as thus constructed is placed as usual at the junction of two rails, with its fixed jaw in close contact with the rail, the rail passing between the two jaws and over its plate *h* and fastened by spikes, screws, or other proper means to the cross-ties. The nut *s* is then turned so as to move the jaw *f* toward the rails, against which it is thus brought to bear and with any desired amount of pressure, firmly clamping and holding the rails between the chair-jaws.

To prevent the turning of the screw-bolt *n* within its two sockets as its nut is turned a square head can be formed on its inner end, as represented in Fig. 2.

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

The railroad-chair herein described for clamping and holding the contiguous ends of rails, the same consisting of a movable jaw or jaws made to form a close bearing with the sides of the rail by means of one or more screw-bolts and nuts arranged and operating as described.

WM. H. PECKHAM.

Witnesses:

M. M. WINGSTON,  
C. L. TOPLIFF.