

No. 750,736.

PATENTED JAN. 26, 1904.

R. URBANITZKY.

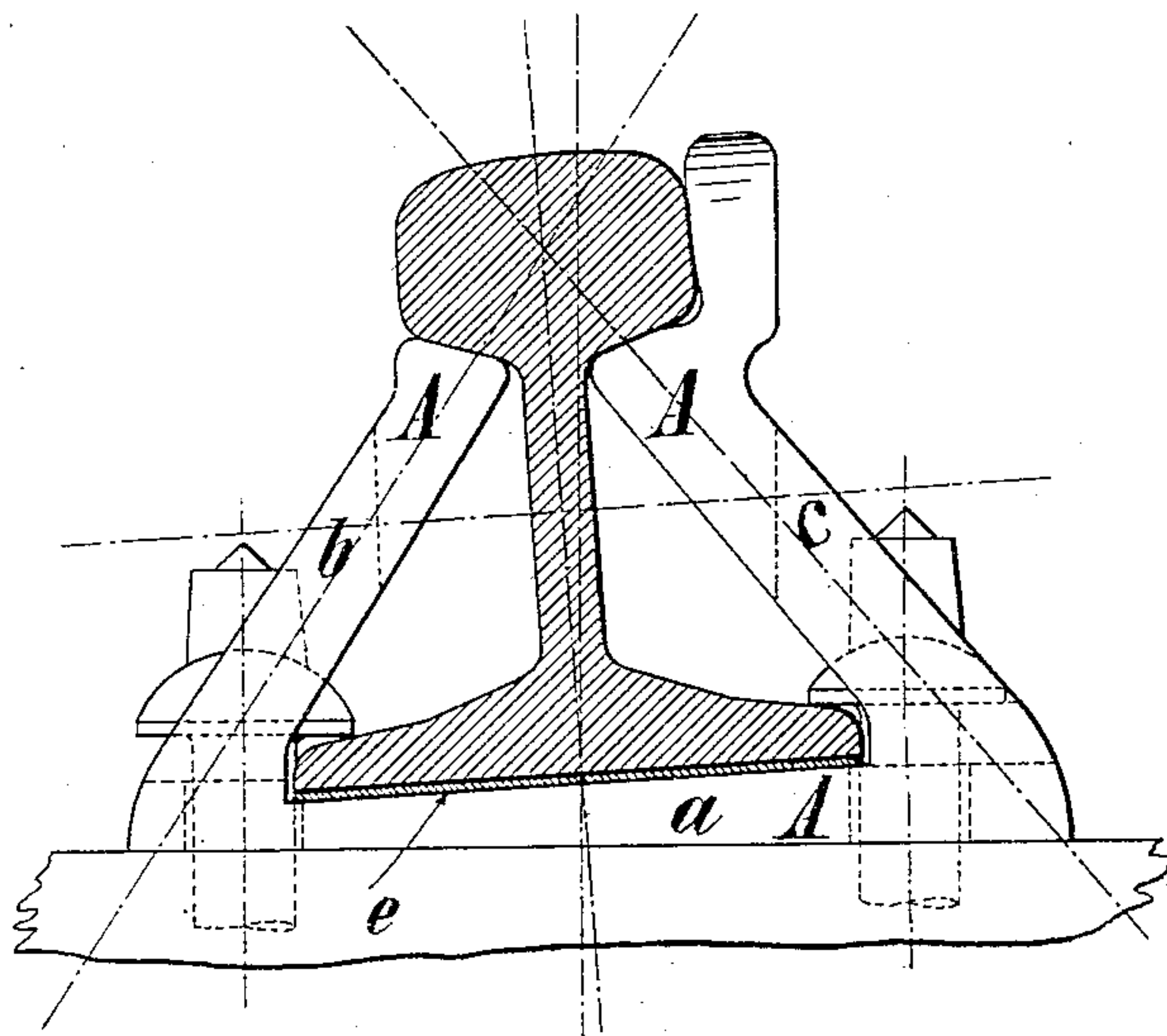
CHAIR FOR RAILWAY RAILS AND RAIL JOINTS.

APPLICATION FILED NOV. 10, 1902.

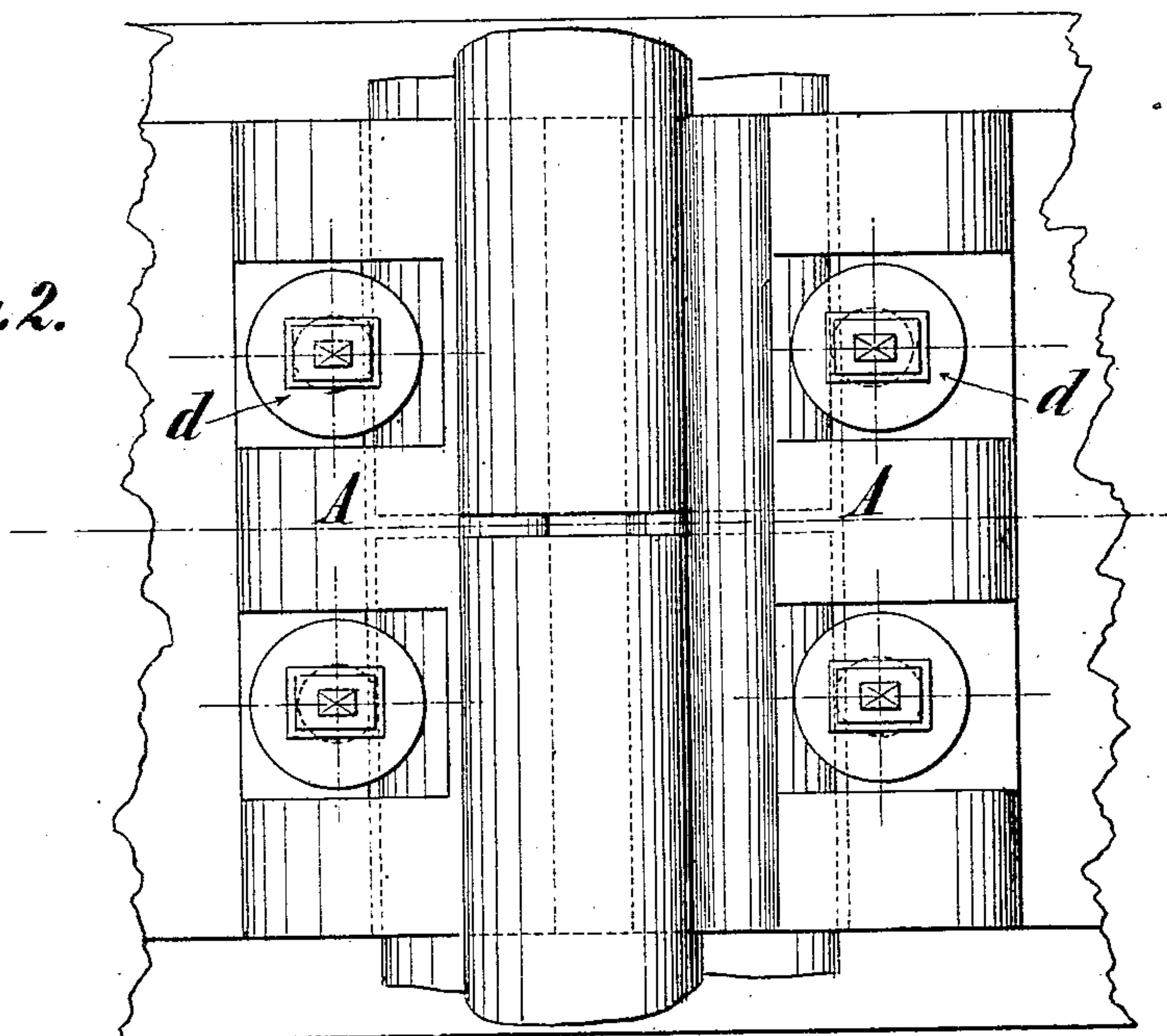
NO MODEL.

5 SHEETS—SHEET 1.

*Fig. 1.*



*Fig. 2.*



*Witnesses:*

*W. K. B. B. B.*

*W. K. B. B. B.*

*Inventor:*

*Rudolf Urbanitzky*  
*by J. M. B. B. B.*  
*Attorney:*

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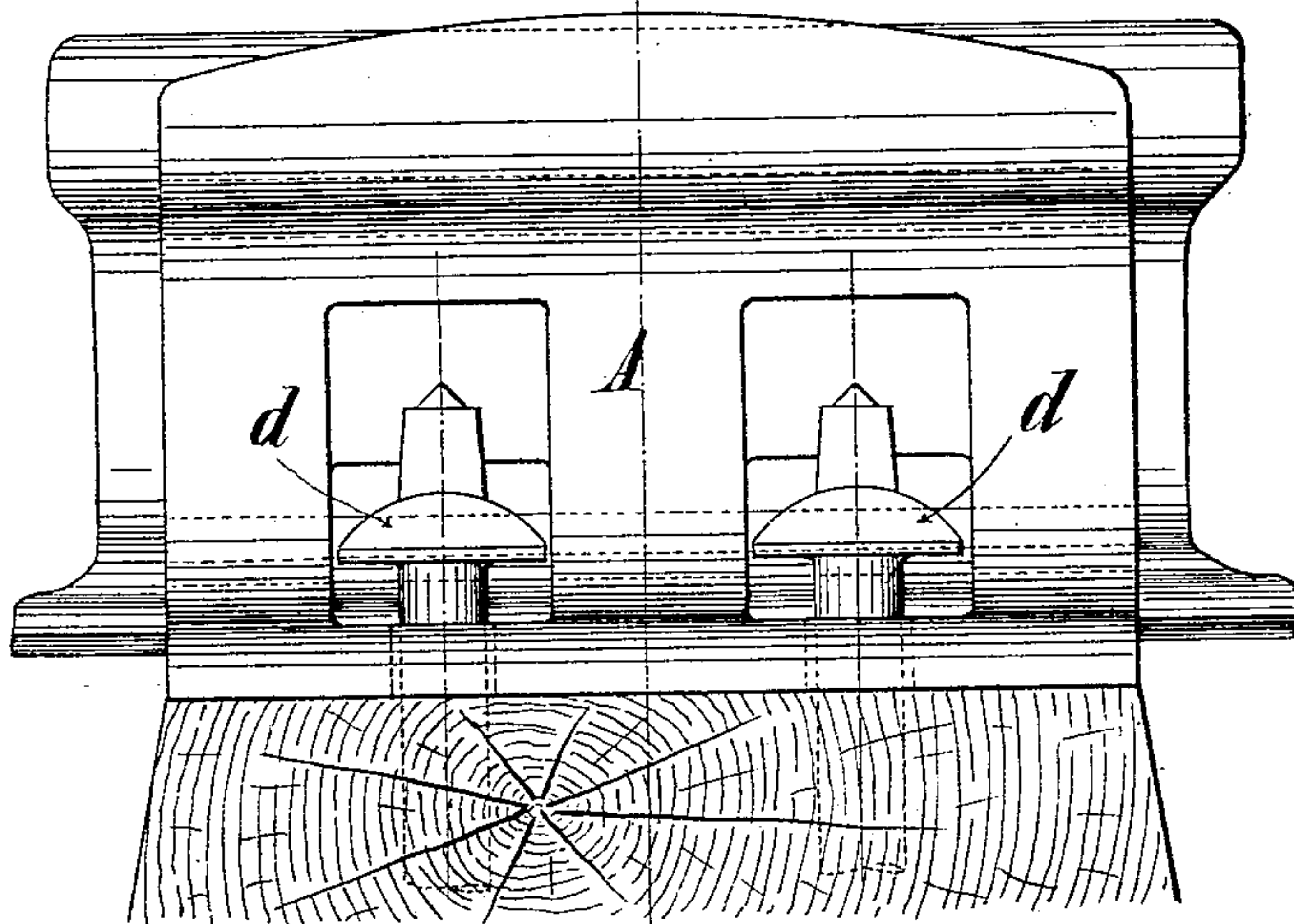
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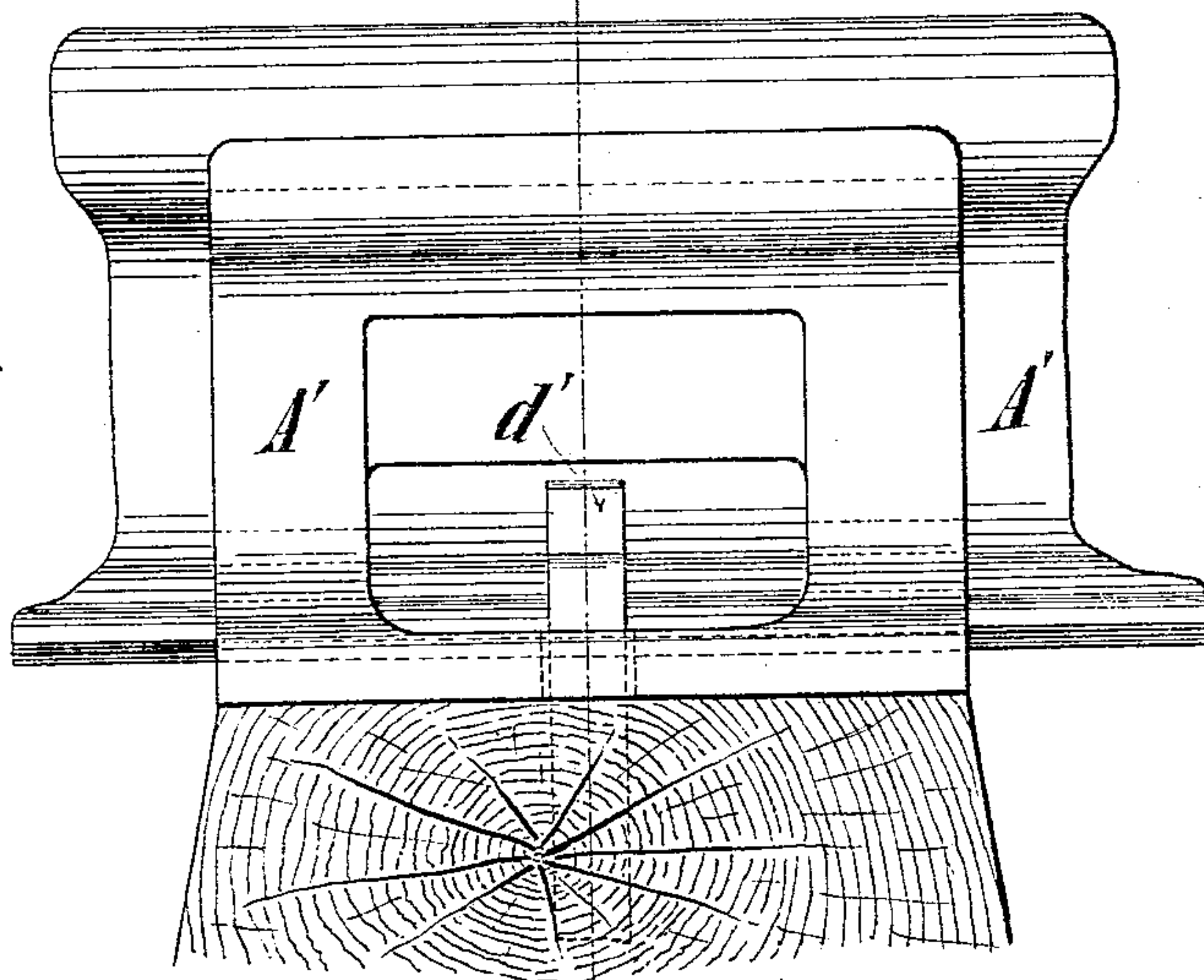
NO MODEL.

5 SHEETS—SHEET 2.

*Fig. 3.*



*Fig. 6.*



*Witnesses:*

*W. K. Brinley*

*C. M. Smith*

*Inventor:*

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*Attorney:*

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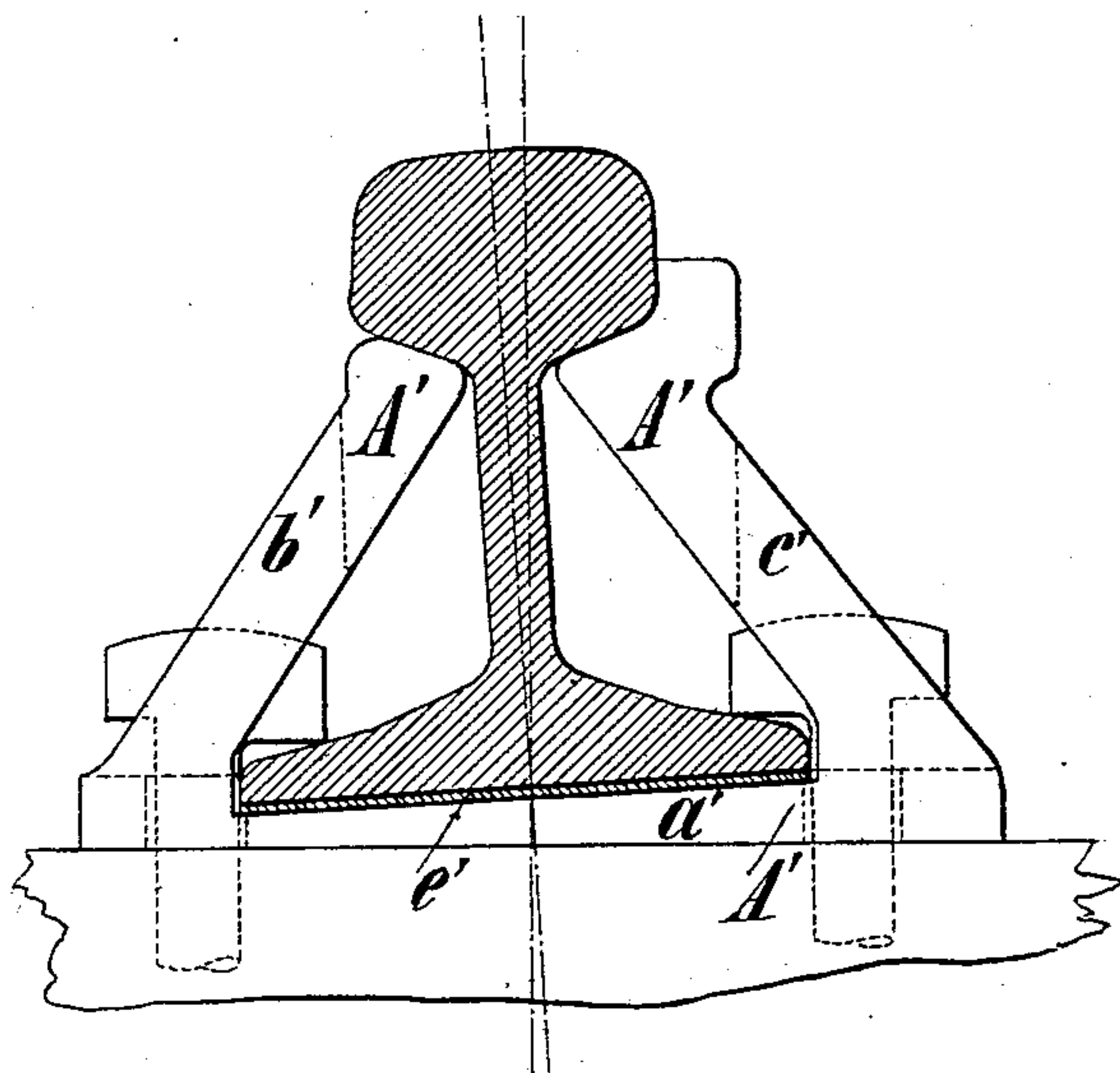
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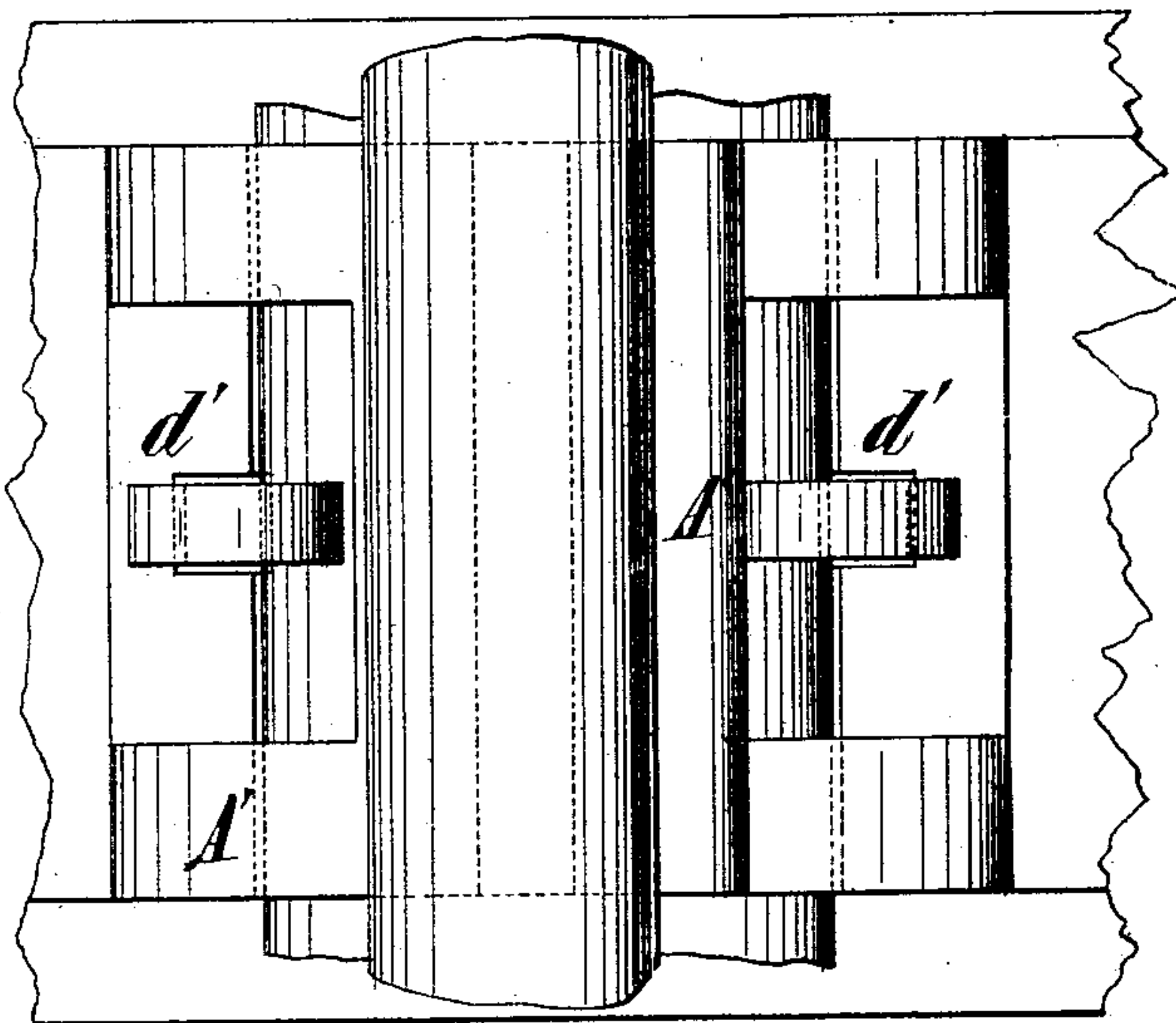
NO MODEL.

5 SHEETS—SHEET 3.

*Fig. 4.*



*Fig. 5.*



*Witnesses:*

*W. K. B. Smith*

*C. M. Smith*

*Inventor:*

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*Attorney:*



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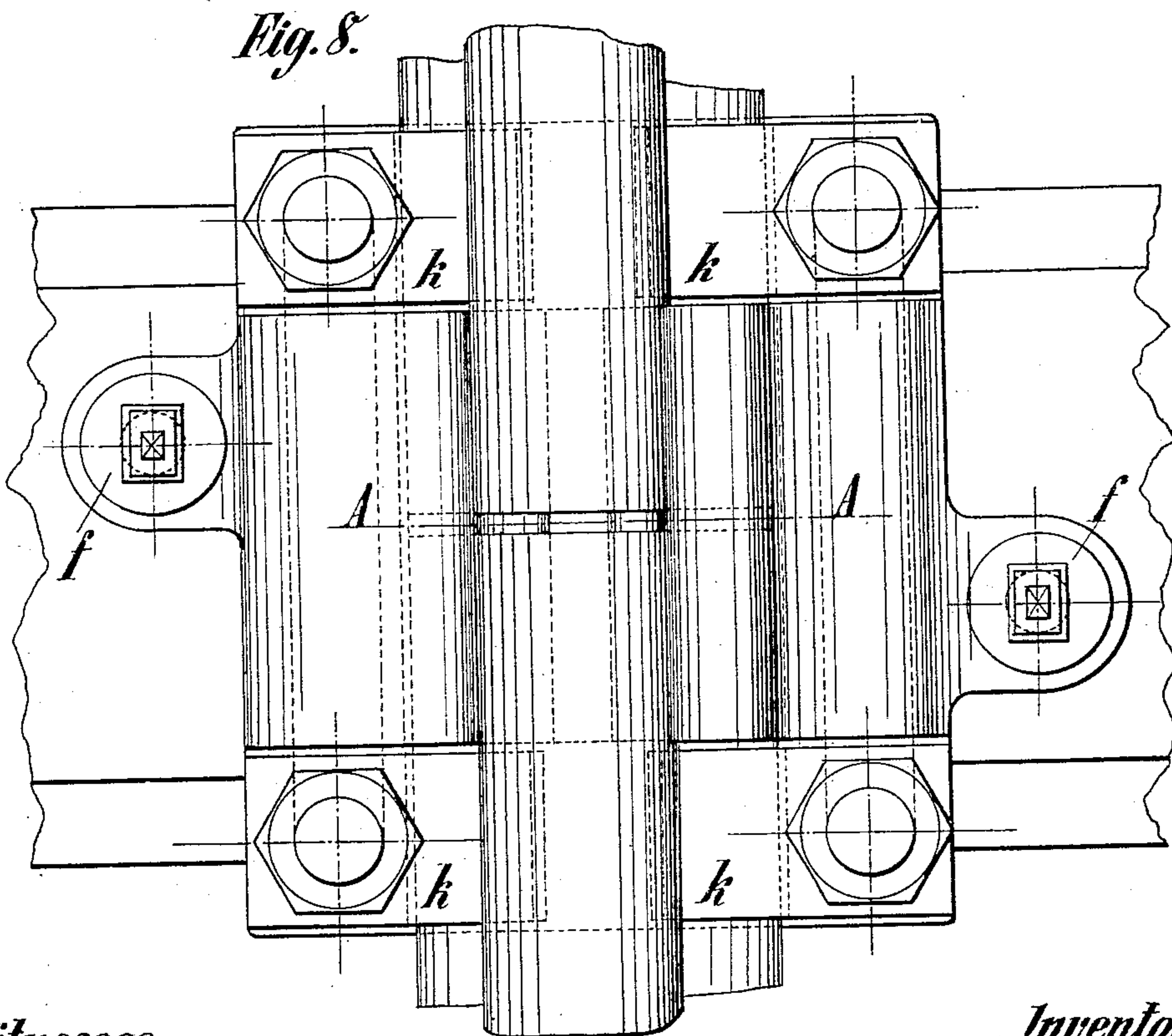
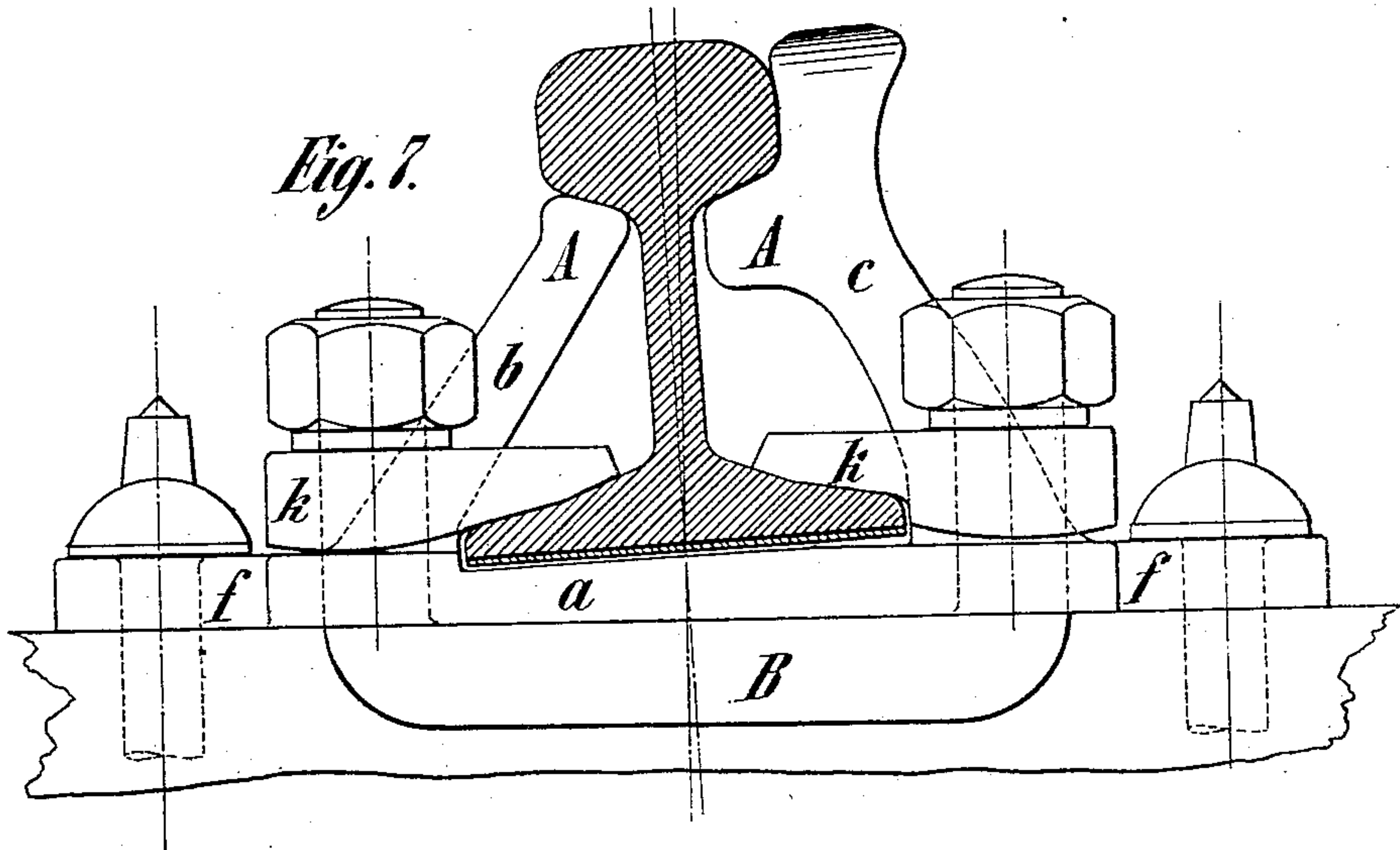
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APPLICATION FILED NOV. 10, 1902.

NO MODEL.

5 SHEETS—SHEET 4.



*Witnesses:*

*W. H. B. Miller*  
*A. J. Smith*

*Inventor:*

*Rudolf Urbanitzky*  
*by J. E. Fowler*  
*Attorney:*

No. 750,736.

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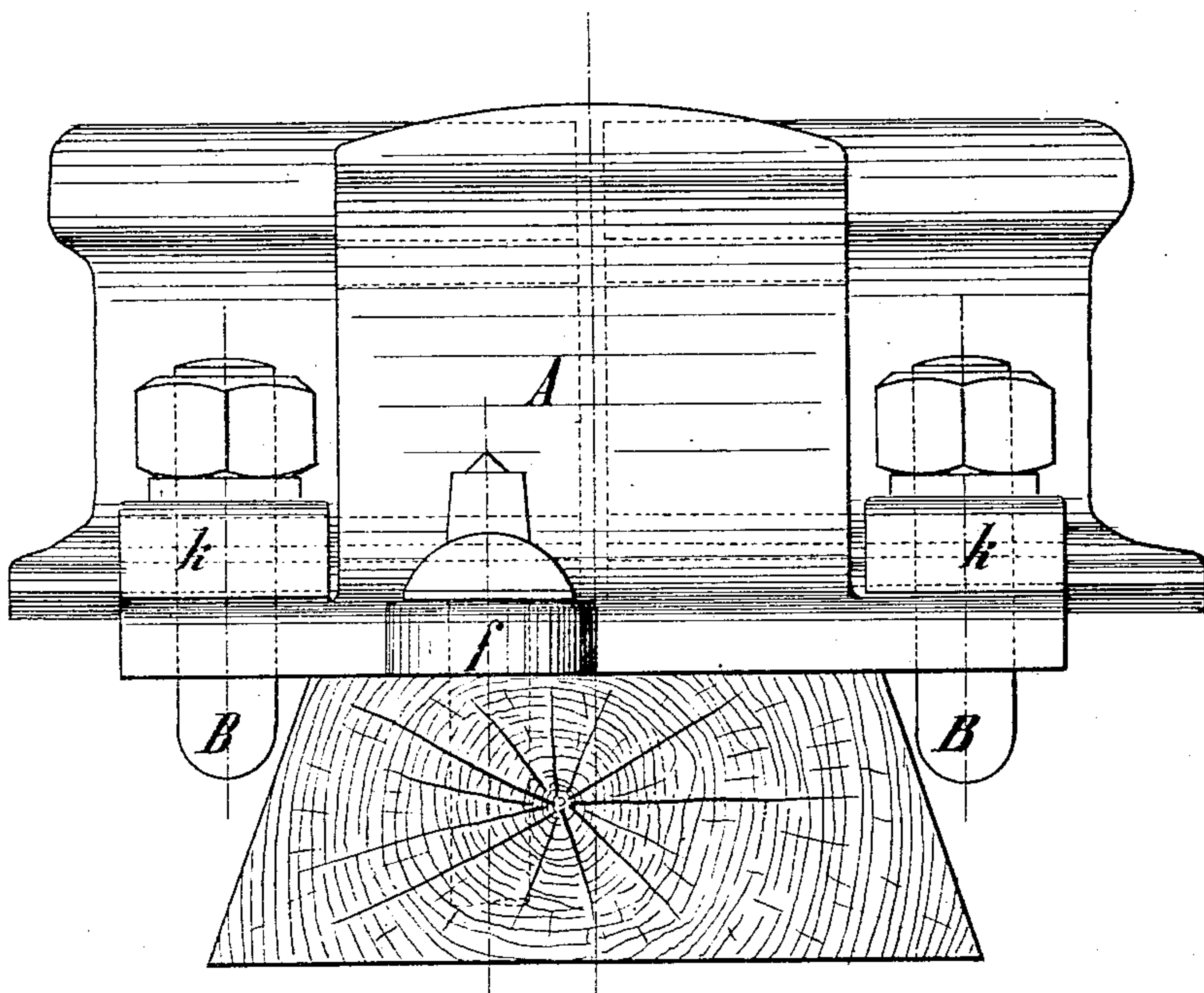
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APPLICATION FILED NOV. 10, 1902.

NO MODEL.

5 SHEETS—SHEET 5.

*Fig. 9.*



*Witnesses:*

*H. K. Boulton*

*C. H. H. H. H.*

*Inventor:*

*Rudolf Urbanitzky*  
*by H. K. Boulton*  
*Attorney:*



# UNITED STATES PATENT OFFICE.

RUDOLF URBANITZKY, OF LINZ, AUSTRIA-HUNGARY.

## CHAIR FOR RAILWAY-RAILS AND RAIL-JOINTS.

SPECIFICATION forming part of Letters Patent No. 750,736, dated January 26, 1904.

Application filed November 10, 1902. Serial No. 130,740. (No model.)

*To all whom it may concern:*

Be it known that I, RUDOLF URBANITZKY, a citizen of Austria, residing at Linz, in the Province of Upper Austria, Empire of Austria-Hungary, have invented certain new and useful Improvements in or Connected with Chairs for Railway-Rails and Rail-Joints, of which the following is a full, clear, and exact specification.

This invention relates to improvements in or connected with chairs for railway-rails and rail-joints, and has for its object to construct a chair adapted to secure or fasten the rails onto the sleepers and to serve at the same time as a support for such rails.

In order that my invention may be fully understood, three different modifications of a chair constructed in accordance with the principle of this invention are illustrated in the accompanying sheets of drawings, in which—

Figure 1 is an end view with the rail shown in section; Fig. 2 a plan, and Fig. 3 a side view, of a modification of a railway-chair such as is made use of for connecting the two adjoining ends of two consecutive rails, thereby allowing of dispensing with the fish-plates. Fig. 4 is an end view, Fig. 5 a plan, and Fig. 6 a side view, representing another modification of the new or improved railway-chair such as is employed for fastening the rails onto the intermediate sleepers. Finally, Fig. 7 illustrates in end view, Fig. 8 in plan, and Fig. 9 in side view, another mode of fastening the railway-chairs.

Referring to the above drawings, the new railway-chair A forms, together with its base-plate *a* and the two side supports *b* and *c*, one single metallic piece, either pressed or cast, and it is slid upon the rail from its end in such a manner that the under side of the head or top flanges of the rail comes to rest upon the two wedge-shaped or beveled side supports *b* and *c*, while the lower flanges or the foot of the rail is suspended free above the base-plate *a*—that is to say, a slight interval *e* is left between such lower or bottom part of the rail and the said base-plate *a*.

The outer side support *c* may be formed so as to be able to take or catch up the percussions to which the rail is subjected, and it is

to that end made to reach up to and be flush with the upper running plane of the car-wheels, the front as well as the rear top or upper edge of such outer side support being rounded off. (See Figs. 1, 2, 7, and 8.)

The hereinbefore-mentioned interval *e* may be filled up with strips of sheet-lead or other suitable material. The said interval *e* and the means for filling it up, respectively, by providing strips of sheet-lead or the like material or by forming the surface of the base-plate *a* into a rough or uneven surface, so that it may easily wear off are required in order that the solid or secure support afforded to the upper flanges or the top of the rails may not be impeded by the wheels of railway-cars, it being quite obvious that such would be the case if the foot of the rail were to rest firmly upon the base-plate *a*.

The railway-chair A, as represented in Figs. 1 to 6 of the accompanying drawings, is provided on both sides with recesses *d*, adapted to receive the means for fastening the rail directly upon the sleepers, while the chair illustrated in Figs. 7 to 9 is fitted with the projecting pieces *f* for the purpose of securing the same onto the sleepers, also with the screw-shackle B, together with the clamps *k*, serving to fasten the rail onto the railway-chair, the tendency of said fastening means being to cause the lower surface of the head or top flanges of the rails to be drawn down to and firmly rest upon the beveled side supports *b* and *c*.

The railway-chair represented in Figs. 1 to 3 and 7 to 9 (marked A) serves to fasten the rail-joints, whereby the fish-plates usually employed are dispensed with, while the chair illustrated in Figs. 4 to 6 (marked A') is intended to secure the rail along its length onto the intermediate sleepers.

By the employment of the new or improved railway-chair it is rendered possible to reduce the small iron fittings to a minimum.

I claim—

1. A railway-chair for use as described consisting essentially of a base-plate, and lateral supports integral therewith, said supports converging inwardly at their upper ends and each being provided at the upper end with a seat



adapted to occupy a position beneath the head of a rail at each side of the web thereof and form a support for said head, and said base-plates and supports being so constructed relatively to each other that when the rail-head is seated upon the seats of the supports the base of the rail will be out of contact with the base-plate of the chair.

2. The combination with a rail, of a chair consisting of a base-plate, lateral supports integral with the base-plate and converging inwardly at their upper ends, and having seats at their upper ends against which bears the head of the rail at opposite sides of the web, the base of the rail being out of contact with the base-plate of the chair, and a filling-piece between the base of the rail and the said base-plate.

3. The combination with a rail, of a chair consisting of a base-plate, lateral supports integral with the base-plate and converging inwardly at their upper ends, and having seats at their upper ends against which bears the head of the rail at opposite sides of the web,

the base of the rail being out of contact with the plate of the chair, and a compressible filling-piece between the base of the rail and the said base-plate.

4. The combination with a rail, of a chair consisting of a base-plate, lateral supports integral with the base-plate and converging inwardly at their upper ends, and having seats at their upper ends against which bears the head of the rail at opposite sides of the web, the base of the rail being out of contact with the base-plate of the chair, and a filling-piece between the base of the rail and the said base-plate, and means for engaging the base of the rail and drawing the same downwardly and for securing it to a sleeper.

In testimony that I claim the foregoing as my invention I have signed my name in presence of two subscribing witnesses.

RUDOLF URBANITZKY.

Witnesses:

WILHELM BERGER,  
ALVESTO S. HOGUE.