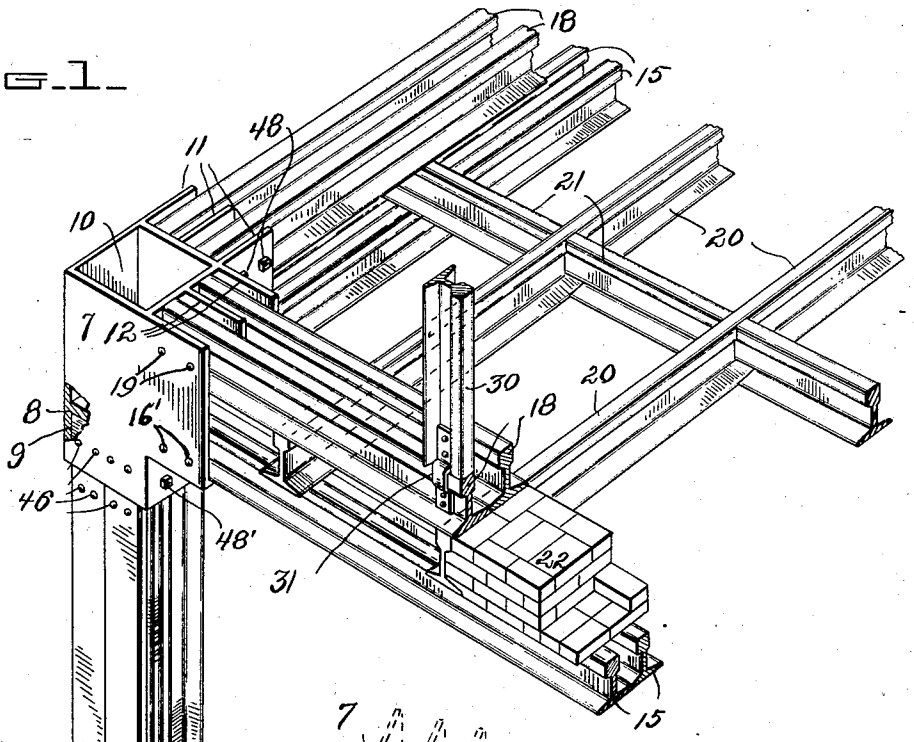
J. SCHANMAN.

RAIL BUILDING.

APPLICATION FILED NOV. 18, 1913.

1,189,492. Patented July 4, 1916.

Fig. 1.



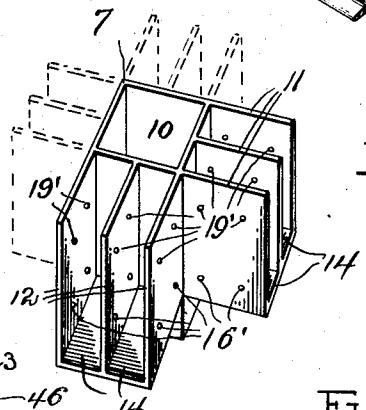


Fig. 2

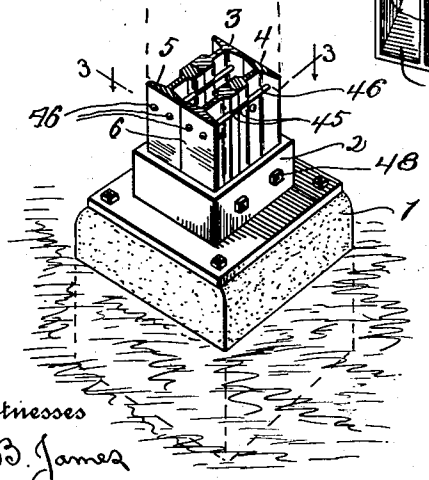
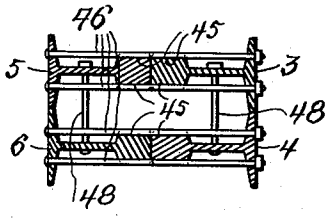


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

JOSEPH SCHANMAN, OF PITTSBURGH, PENNSYLVANIA.

RAIL BUILDING.

1,189,492. Specification of Letters Patent. Patented July 4, 1916.

Application filed November 18, 1913. Serial No. 801,646.

To all whom it may concern:

Be it known that I, JOSEPH SCHANMAN, a citizen of the United States, residing at Pittsburgh, in the county of Allegheny and State of Pennsylvania, have invented new and useful Improvements in Rail Buildings, of which the following is a specification.

The object of the invention is to provide a metallic framing for brick, concrete, or other buildings, by utilizing discarded railway rails.

With this and other objects in view, reference will be had to the accompanying drawings forming a part of this specification and wherein like numerals of reference designate corresponding parts throughout the several views, in which latter:

Figure 1 is a perspective view of a portion of the framework of a building constructed in accordance with this invention, Fig. 2, is a perspective view of one of the corner sockets, showing in dotted lines how the same may be changed in an obvious manner for application to inside framing, Fig. 3, is a vertical sectional view through the horizontal girders or a horizontal sectional view through the columns of Fig. 1, the structure of both the column and girder being identical.

Referring to Fig. 1 of the drawings, numeral 1 indicates a concrete pier, and 2 a flanged cap anchored thereto and having a cup-shaped member for the reception of a column. This column consists of four discarded railway rails 3, 4, 5, and 6, secured together to form a unitary member. Upon this column is arranged a cap 7, provided with a bottom or partition 8 which rests on top of said column, the lower portion of said cap 7 below the bottom being in the form of an inverted cup 9 and the upper portion of said cap above the bottom being also in the form of a cup 10 for the reception of other columns for supporting upper stories if so desired. The cup-shaped portions of the member 7 are substantially rectangular, and from adjacent sides thereof extend flanges 11 and 12 respectively. The bases of the flanges 11, and also of the flanges 12 are connected by a bottom 14 in each case, said bottoms 14 being in the plane of the bottom of partition 8.

Within the spaces between the flanges 12 and likewise between those 11, and resting on the bottoms are a pair of parallel spaced discarded railway rails 15, bolted in place by means 16 passing through openings 16′ in the said flanges 11 and 12. Spaced above the pairs of rails 15 are similar rails 18, which are bolted to the said flanges 11 and 12 by means 19 passing through openings 19′ in said flanges 11 and 12. The rails 15 and 18 are set with their treads uppermost, and said bolts 16 and 19 pass through the webs of the rails. The upper rails 18 of each pair are spaced from the lower rails 15 of each pair a distance slightly in excess of the vertical dimension of intermediate rails 20 and 21, these latter also being discarded railway rails and having their ends inserted between the upper and lower pairs of rails 18 and 15 respectively and capable of being slid or moved therebetween to facilitate being properly posed to form the floor framework of the building. When properly located, the spaces between the rails 15 and 18 and ends of the floor rails 20 and 21 are filled with bricks or other structural masonry material as indicated by numeral 22 to prevent shifting of the floor rails, said brick work resting upon the lower pairs of rails 15. At their points of intersection, the floor rails 20 and 21 are joined the rails 20 being continuous from one end to the other of the building, or from one girder to the other thereof, and the rails 21 being sectional. The ends of the sections of the rails 21 are cut away at their treads and bases as indicated respectively by numerals 25 and 26, to allow for or receive the treads and bases of the rails 20, while the web portions 27 of the sections of the rails 21 project beyond the portions 25 and 26 and fit between the treads and bases of the rails 20 and against the webs of the latter. Obviously, other joints between the rails 20 and 21 may be adopted.

While in Fig. 1, the cap 7 is shown adapted to the corner of a building, it is quite obvious that for inside work, where four girders are to rest upon a single column, other flanges as indicated by dotted lines in Fig. 2 may be supplied to the member 7 for the additional girders.

The studding for the walls of the building may be reinforced by framework of discarded rails 30 set on end upon the outer of the girder rails 18 and secured thereto by straps 31 bolted or riveted to the webs of the rails 30, bent outwardly to straddle the

treads of the rails 18 and at their lower ends secured to the webs of the rails 18.

What is claimed is:

A building structure, comprising a supporting member, upper and lower rails supported thereby, floor frame rails arranged therebetween, the space between the upper and lower rails being greater than the vertical dimension of the floor rails whereby the latter may be shifted in their positions during assembling.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

JOSEPH SCHANMAN.

Witnesses:

HERMAN HOSIAZ,

JOHN IGNATIUS BLAU.