

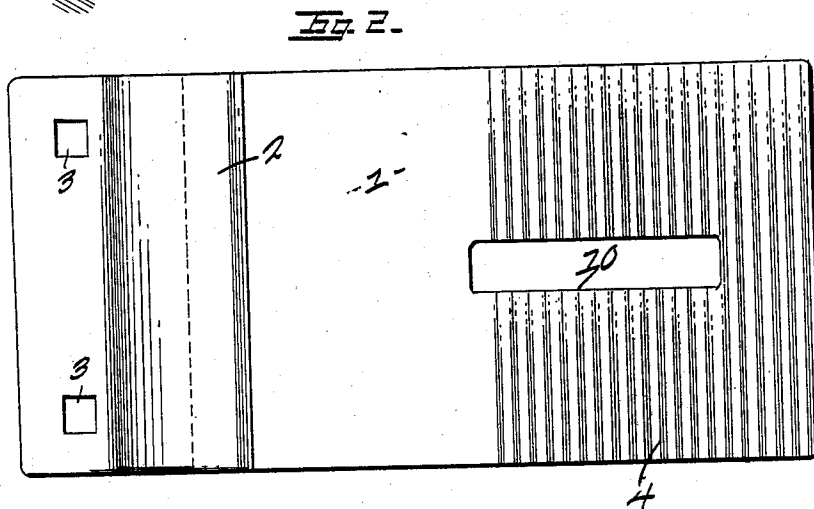
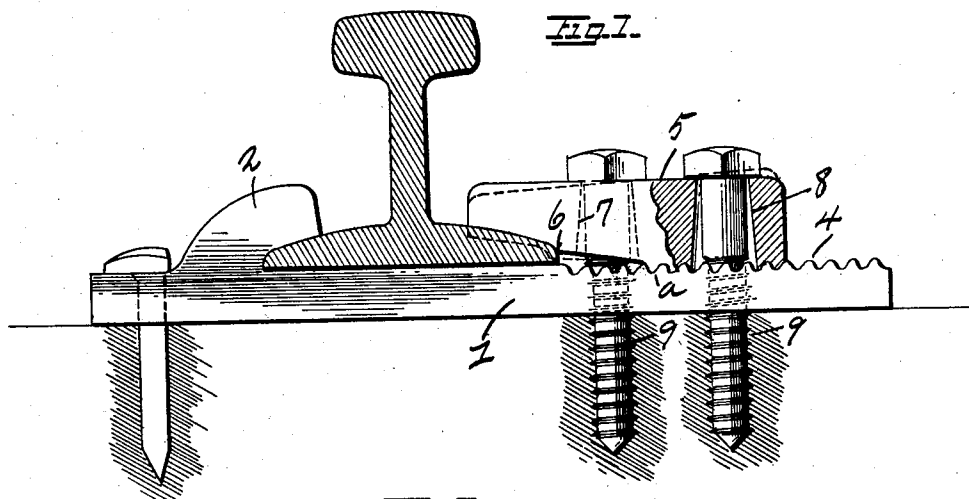
No. 739,026.

PATENTED SEPT. 15, 1903.

G. E. RAITZ.  
RAIL CHAIR.

APPLICATION FILED JUNE 29, 1903.

NO MODEL.



WITNESSES.

J. Cunningham  
Chas. S. Deubaugh.

INVENTOR.

Gustave E. Raitz  
By G. M. Keller atty.

# UNITED STATES PATENT OFFICE.

GUSTAVE E. RAITZ, OF TOLEDO, OHIO.

## RAIL-CHAIR.

SPECIFICATION forming part of Letters Patent No. 739,026, dated September 15, 1903.

Application filed June 29, 1903. Serial No. 163,529. (No model.)

*To all whom it may concern:*

Be it known that I, GUSTAVE E. RAITZ, of Toledo, county of Lucas, and State of Ohio, have invented certain new and useful Improvements in Rail-Chairs; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the characters of reference marked thereon, which form part of this specification.

This invention has reference to a rail-chair; and it has for its object to provide simple, inexpensive, and effective means for securing the railway-rails to the ties to eliminate any danger of spreading, and the same comprises the novel combination and arrangement of the parts hereinafter shown, described, and claimed.

In the accompanying drawings, Figure 1 is a side elevation of my improved rail-chair, showing a rail in position thereon. Fig. 2 is a plan view of the chair-base.

In the employment of my invention the chairs are placed at distances of about twenty feet along the rail, either at the rail-joints or at distances remote therefrom. Each of the chairs comprises a base portion 1, the same being a simple casting formed at one end with an upstanding hook-shaped portion 2, adapted to receive one side of the rail-base and secure it firmly in place, there being also square perforations 3 provided at this end through which spikes are driven to secure the outer end of the chair-base to the tie. Upon the upper face of the base at its inner end are cast corrugations 4, extending in a transverse direction.

5 is a clamp member, having formed on approximately half its lower face transverse corrugations corresponding to and adapted to engage the corrugations on the base, and the inner portion of the lower face of said member is cut away and inclined, as indicated at 6, and adapted to engage the rail-base on the side opposite to that engaged by the portion 2. It is apparent from this arrangement that the member 5 may be tilted as a lever, the innermost corrugation thereon (indicated by

the letter *a*) serving as a fulcrum. The altered position of the member 5 when tilted is indicated in dotted lines, Fig. 1, and the member may also be adjusted inwardly to adapt itself to various sizes of rails. On opposite sides of the corrugation *a* the member 5 is perforated vertically, as indicated at 7 and 8, to permit of securely fastening the same by means of ordinary lag-screws 9, the chair-base being slotted longitudinally at 10 to register with the perforations to permit the lag-screws to extend therethrough and into the cross-tie.

It will be apparent from the arrangement and disposition of the parts that the employment of fish-plates upon the rail will not be interfered with, and, furthermore, the device is simple, comprising few parts, two castings only being employed, inexpensive, and the same is not liable to become loosened or deranged from the vibration of cars passing along the rails.

From the foregoing the novelty, utility, and advantages of my invention should be apparent.

Having described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

In a rail-chair, a base provided with a hook-shaped portion at one end to engage one side of a rail-base, and provided at its opposite end with transverse corrugations and an elongated slot, and a clamp member having the outer half of its lower face provided with corrugations corresponding to the corrugations provided on the base, and its inner half cut away or inclined to engage the other side of the rail-base, and provided with perforations arranged on opposite sides of the innermost corrugation thereon, and fastening bolts or screws adapted to extend through said perforations and the slot in the base, substantially as and for the purpose set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

GUSTAVE E. RAITZ.

Witnesses:

CARL H. KELLER,  
CHAS. C. DEFENBAUGH.