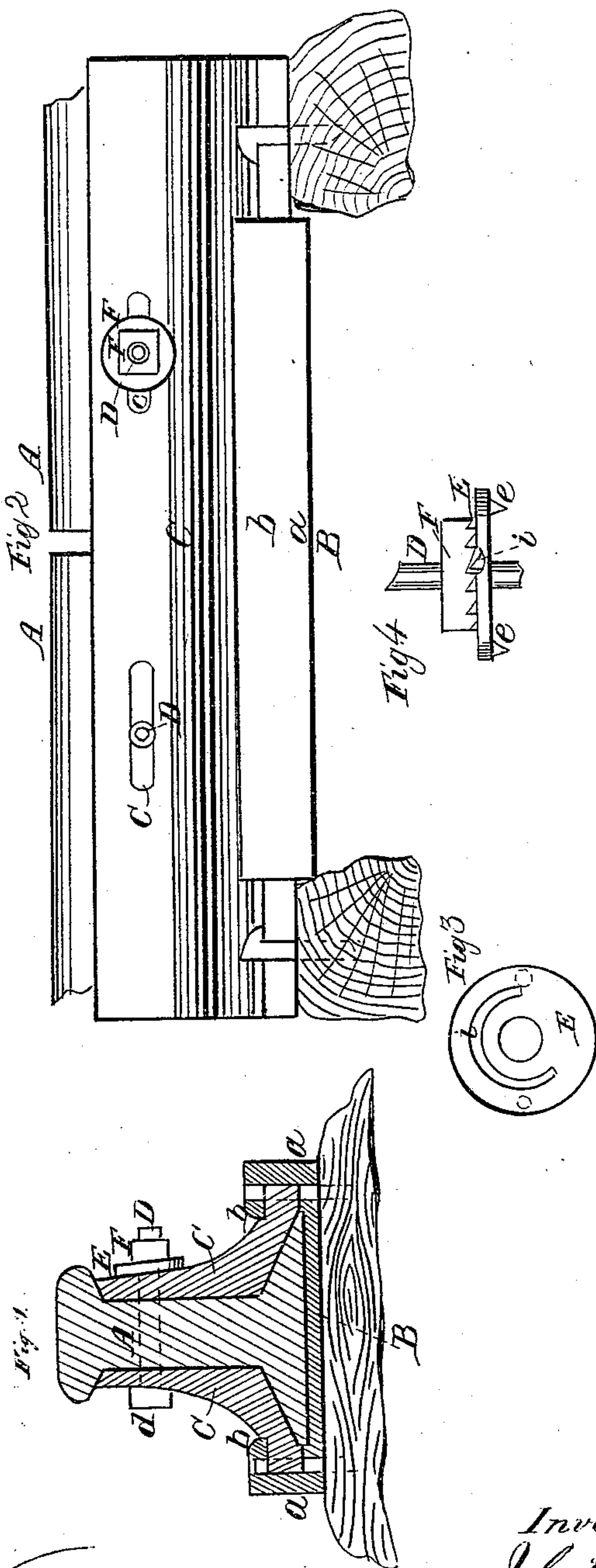


J.C. Rupp,

Rail Joint.

No. 93,909.

Patented Aug. 17. 1869.



Witnesses:

Geoff. Rothwell

Phil. A. Lamm

Inventor:

John C. Rupp

By Geo. W. Heine

Att'y.

United States Patent Office.

JOHN C. RUPP, OF NEWARK, DELAWARE.

Letters Patent No. 93,909, dated August 17, 1869.

IMPROVED RAILWAY RAIL-SPLICE.

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 C. RUPP, of Newark, in the county of New Castle, and State of Delaware, have invented a new and useful Improvement in Railroad-Chairs; and I do hereby declare the following to be a full, clear, and exact description of the same sufficient to enable others skilled in the art to which my invention appertains, to make and use the same, reference being had to the accompanying drawing, forming part of this specification, in which—

Figure 1 is a transverse vertical section.

Figure 2 is a side elevation.

Figures 3 and 4 are detailed views, to be hereinafter more fully referred to.

My invention consists in certain improvements in railroad chairs, hereinafter more fully set forth.

In the drawings—

A A represent the contiguous ends of two rails, resting on the base-plate B, having angular flanges *a b* at the sides.

C C are the side-supports, which fit up under the head of the rail, and under the overhanging parts *b* of the side-flanges *a b*.

These supports C are made tapering; that is, larger at one end than at the other. They are driven in at the sides of the joint from opposite directions, so as to wedge in and bind the rails tightly.

The fastening-bolts D D, pass through the web of the rail, and through the slots *c c* in the side-supports C C. On the ends opposite the heads *d*, are formed screw-threads.

E E are washers, placed on the bolts D.

These washers are formed with points *e e*, which, by contact with or slightly penetrating the supports C, prevent the washers from turning.

i is a curved spring, secured at one end to the outer face of the washer E, and having at its free end a projection which acts as a pawl, and engages with ratchet-teeth formed on the inner face of a nut, F, screwed on to the bolts D, against the washers E.

This spring allows the nut to be screwed up, but prevents it from jarring loose.

To release the spring from engagement with the teeth, a key or some small instrument must be inserted to press back the pawl, while the nut is being unscrewed.

The slots *c*, through which the fastening-bolts pass, permit the tapering supports to be driven up when they become loose.

The parts C may be spiked to the ties, if desired.

I am aware of the patent granted to J. W. Draper, dated September 4, 1866, for improvements in railroad-chairs, which somewhat resemble the several features of my invention, and this invention I hereby disclaim; but

What I do claim as my invention, and desire to secure by Letters Patent, is—

The tapering side-supports C C, provided with the elongated slots *c c*, by means of which said supports can be driven up or tightened without removing the bolts D, in combination with the base-plate B, having angular flanges *a b* at the sides, all arranged, constructed, and operated in the manner and for the purpose set forth.

The above signed by me, this 27th day of March, 1869.

JOHN C. RUPP.

Witnesses:

JOHN WIEDERSHEIM,
PHIL. F. LAMER.