JOHN C. RUPP.

Railroad Chair.

No. 116,494. Patented June 27, 1871.

Fig. 1.

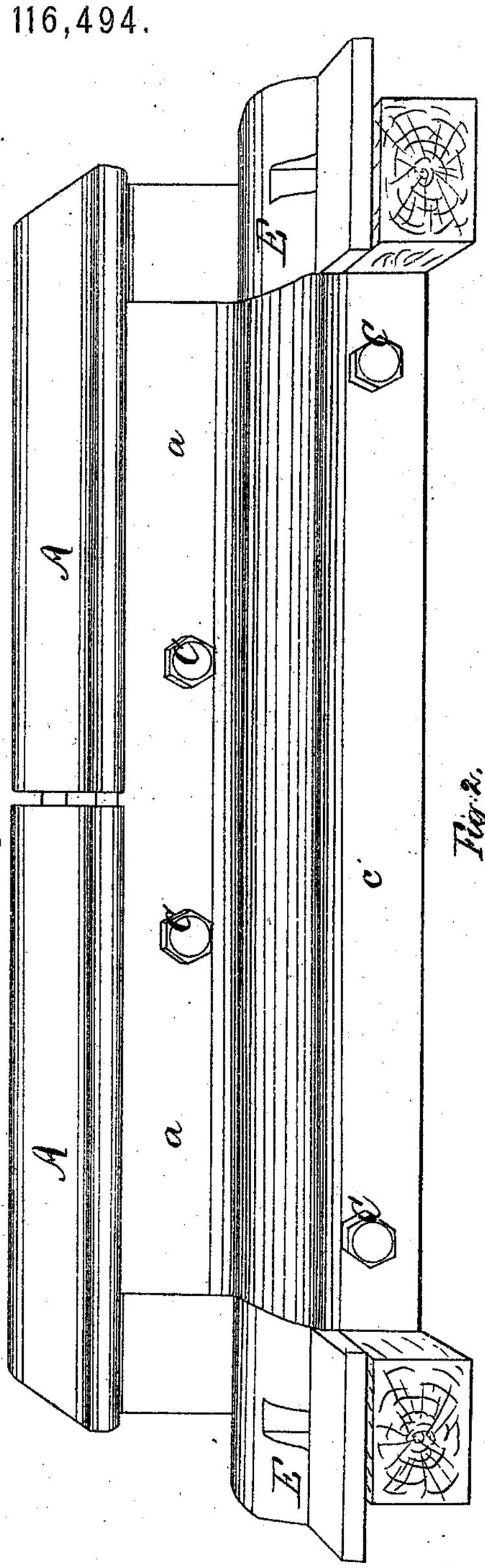
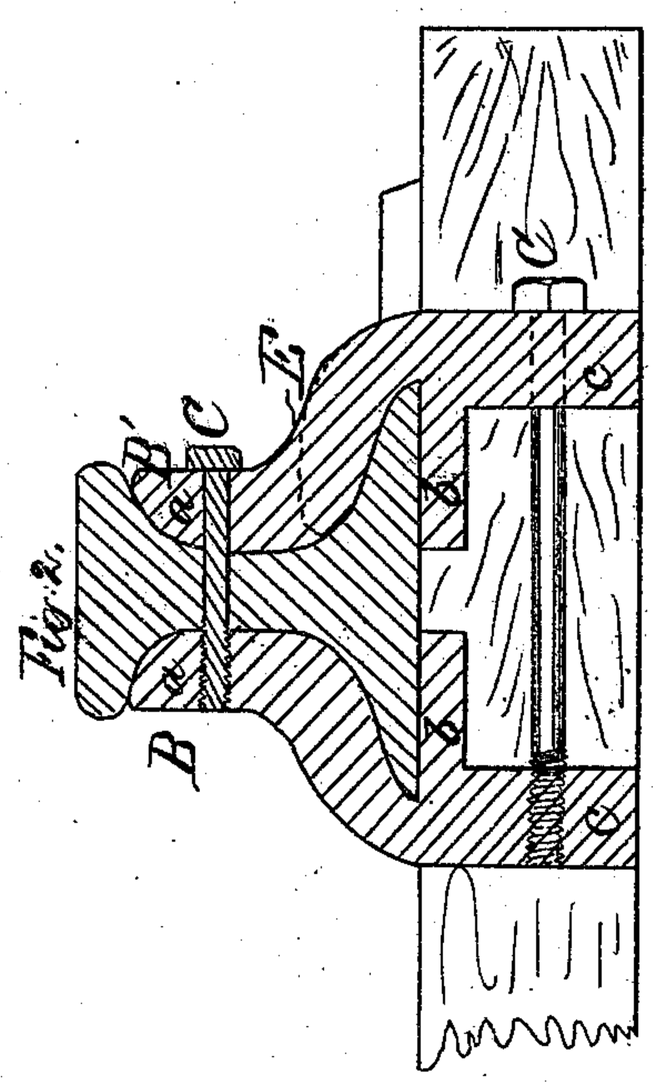


Fig. 2.



Witnesses:
Jacob F. Henry
Geo. G. Rothwell

Inventor:
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by Wedderburn & Co.
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116,494

UNITED STATES PATENT OFFICE.

JOHN C. RUPP, OF NEWARK, DELAWARE, ASSIGNOR TO SIMON E. PETTEE, OF BETHLEHEM, PENNSYLVANIA.

IMPROVEMENT IN RAIL-JOINTS OR SPLICES.

Specification forming part of Letters Patent No. 116,494, dated June 27, 1871.

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-Rail Joints or Splices; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawing which is made a part of this specification, and in which—

Figure 1 represents a perspective side view, and Fig. 2 a cross-section of my improved railroad-rail joint or splice.

My invention consists in an improved rail-joint or splice, which is composed of two splice pieces constructed with shoulders to support the base or bottom of the rails, and connected by one or more bolts above and one or more bolts below the shoulders, as hereinafter more particularly described.

To enable others to fully understand and use my invention, I shall now proceed to describe the same with reference to the accompanying drawing.

In the drawing, A represents a common rail, and B B′ the splice pieces. The upper portions *a* of the latter gripe the neck of the rail and support its head. *b* is an inward extension from the upper part, on which the base of the rail rests. *c c* are the bases or bottoms of the parts B B′.

By this construction of the chair the adjacent ends of the rails are firmly spliced, and are prevented from descending below each other. A bolt, C, is inserted through the upper part of the splice pieces, and, running through the neck of the rail, is made fast in the usual or any suitable manner. A similar bolt runs through the parts *c c* of the splice pieces. These bolts enable me to tighten or loosen the splice pieces on the rail when necessary on account of expansion or other causes. By tightening the lower bolts the projections *b* are pressed upward against the bottom of the rails, and afford a firm and even support for the same. Brackets E may, if desired, be secured to the cross-ties overlapping the base of the rail, to prevent the lateral displacement thereof by the outward pressure of the flanges of the wheels.

I am aware that a railroad-chair has been produced made of two deeply-crimped fish-plates, each of which is formed with an upper and lower straight portion in the same or nearly the same vertical plane, and a central curved portion which fits over the edge of the base of the rail, as in the patent granted to W. R. Arthur, dated December 2, 1862. Such construction I disclaim; but

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

The railroad-rail joint or splice, consisting of the parts B B′, provided with the bases *c c* and shoulders *b b*, and applied to the rails by the bolts C C, as described, whereby the tightening of the lower bolts presses the shoulders *b b* upward against the bottom of the rail to support the same, as herein shown and described.

To the above I have signed my name this 10th day of November, 1868.

JOHN C. RUPP.

Witnesses:

JOHN A. WIEDERSHEIM.

JACOB F. HENRY.