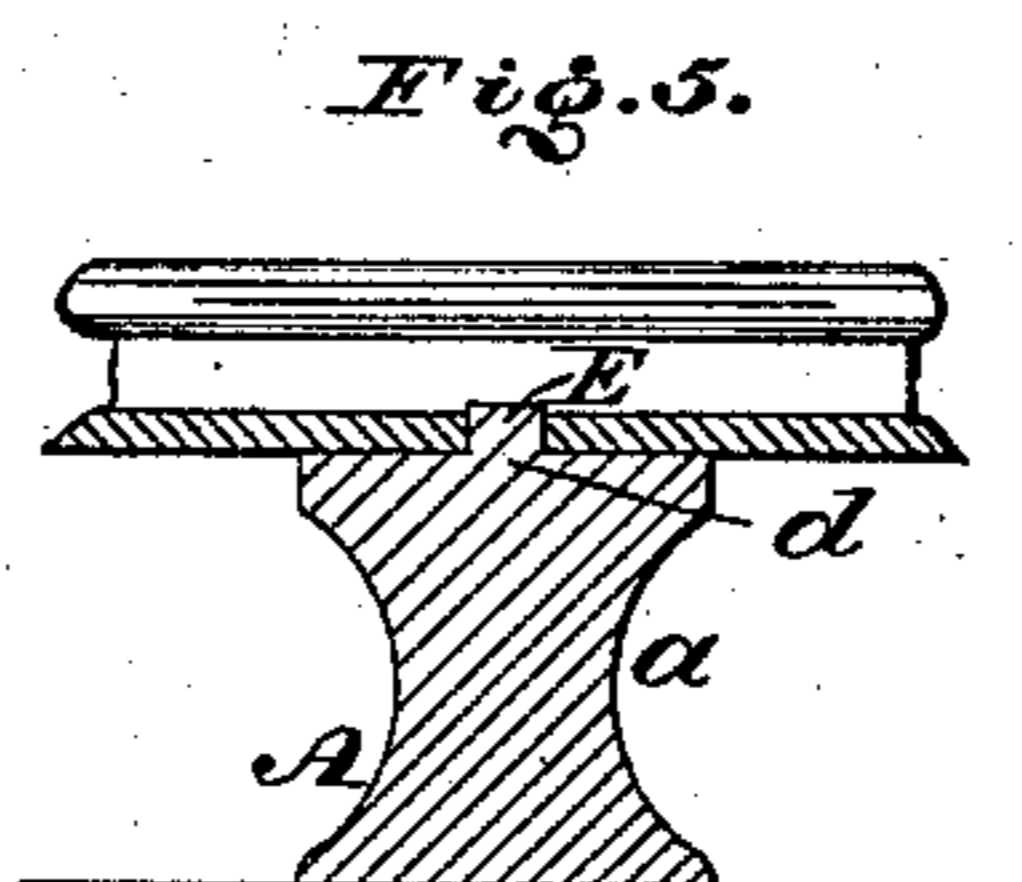
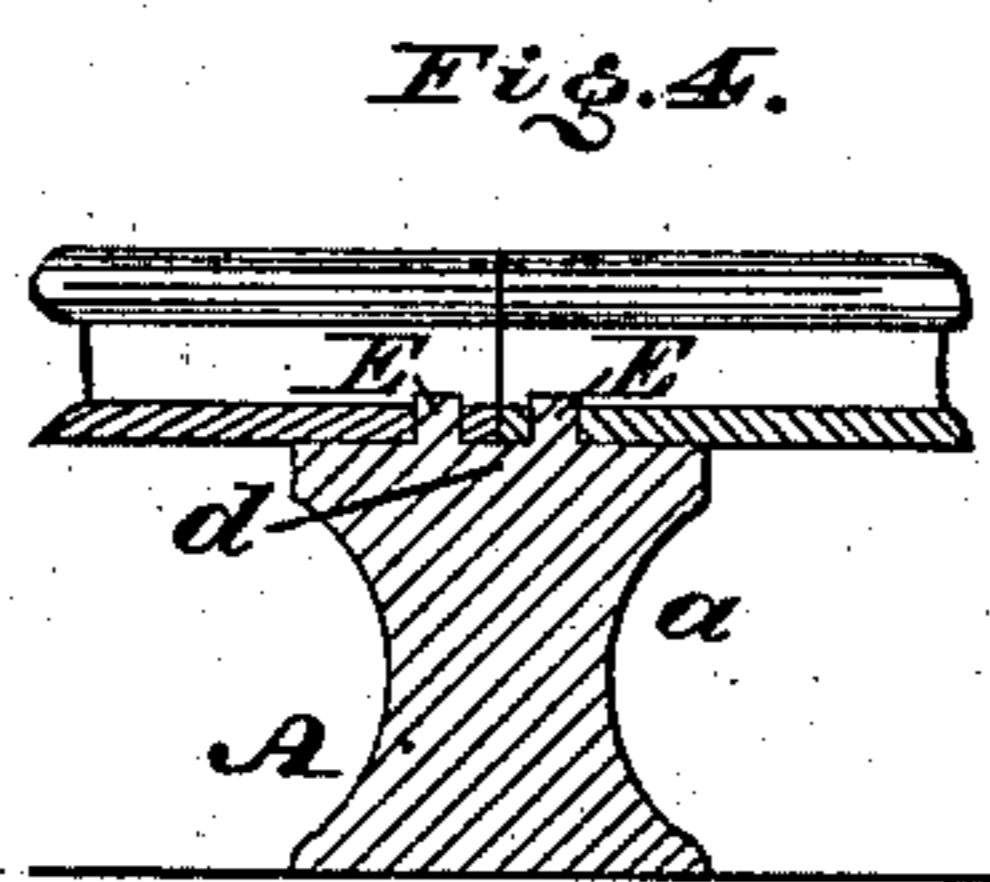
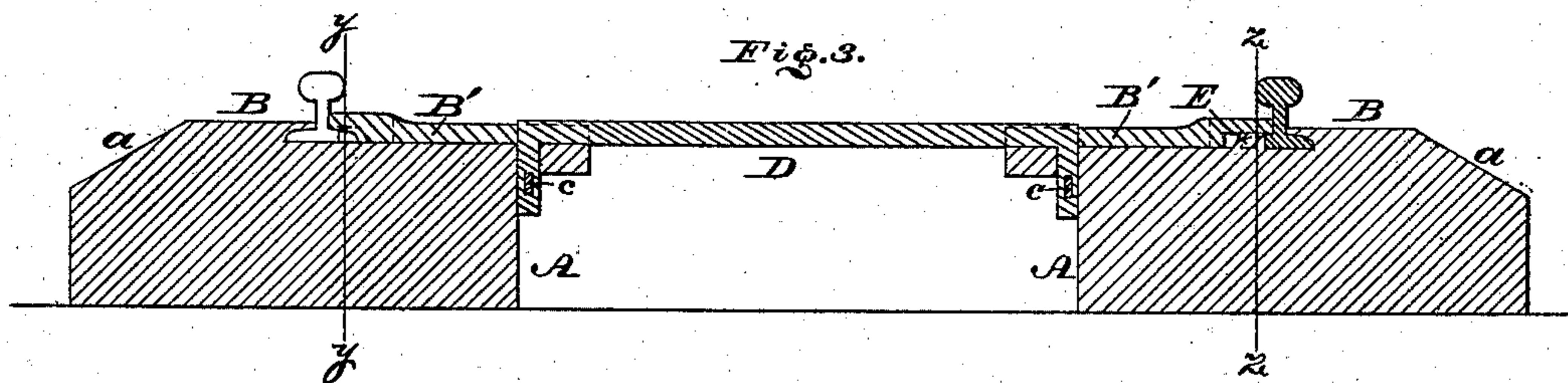
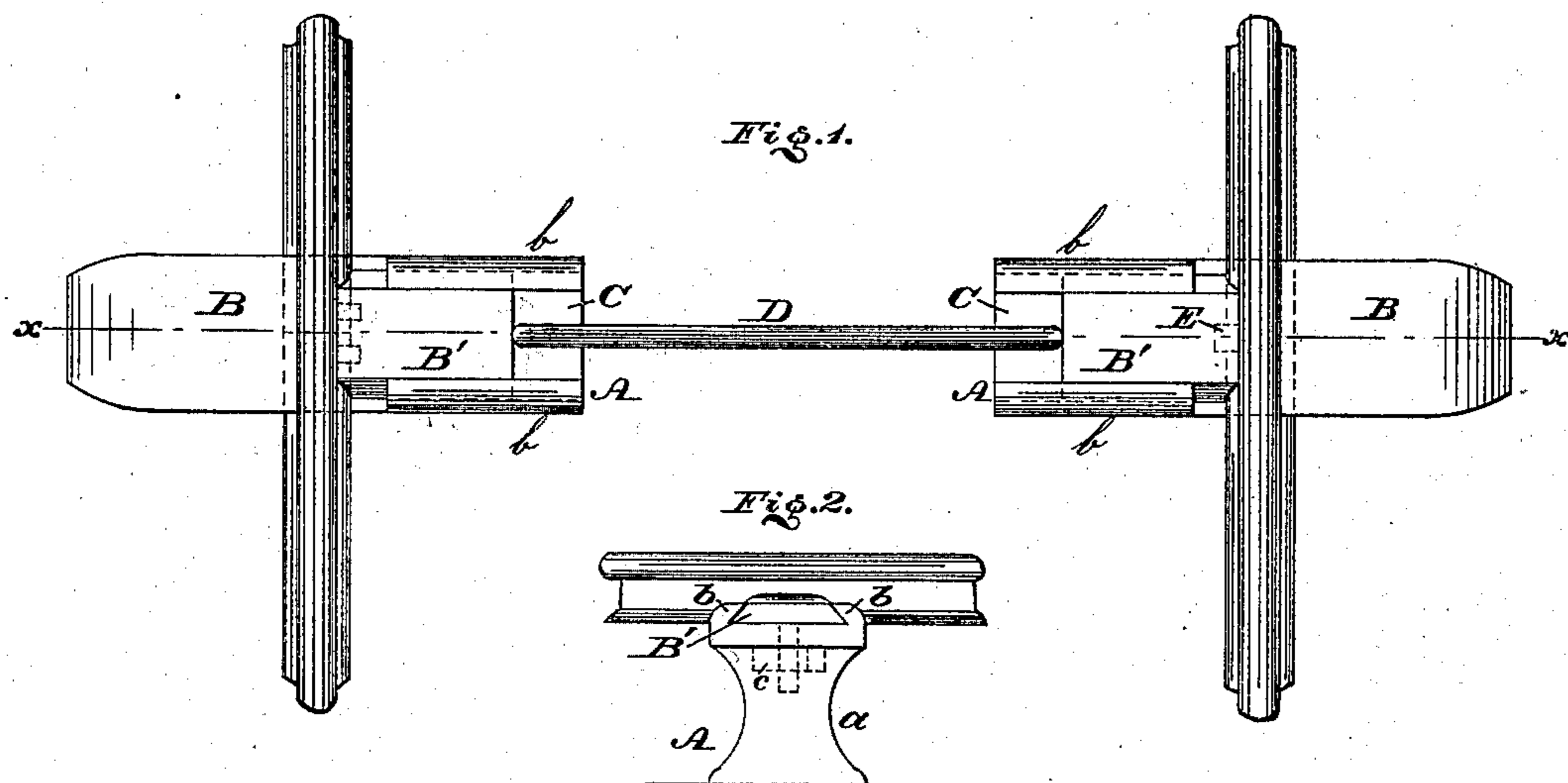


(No Model.)

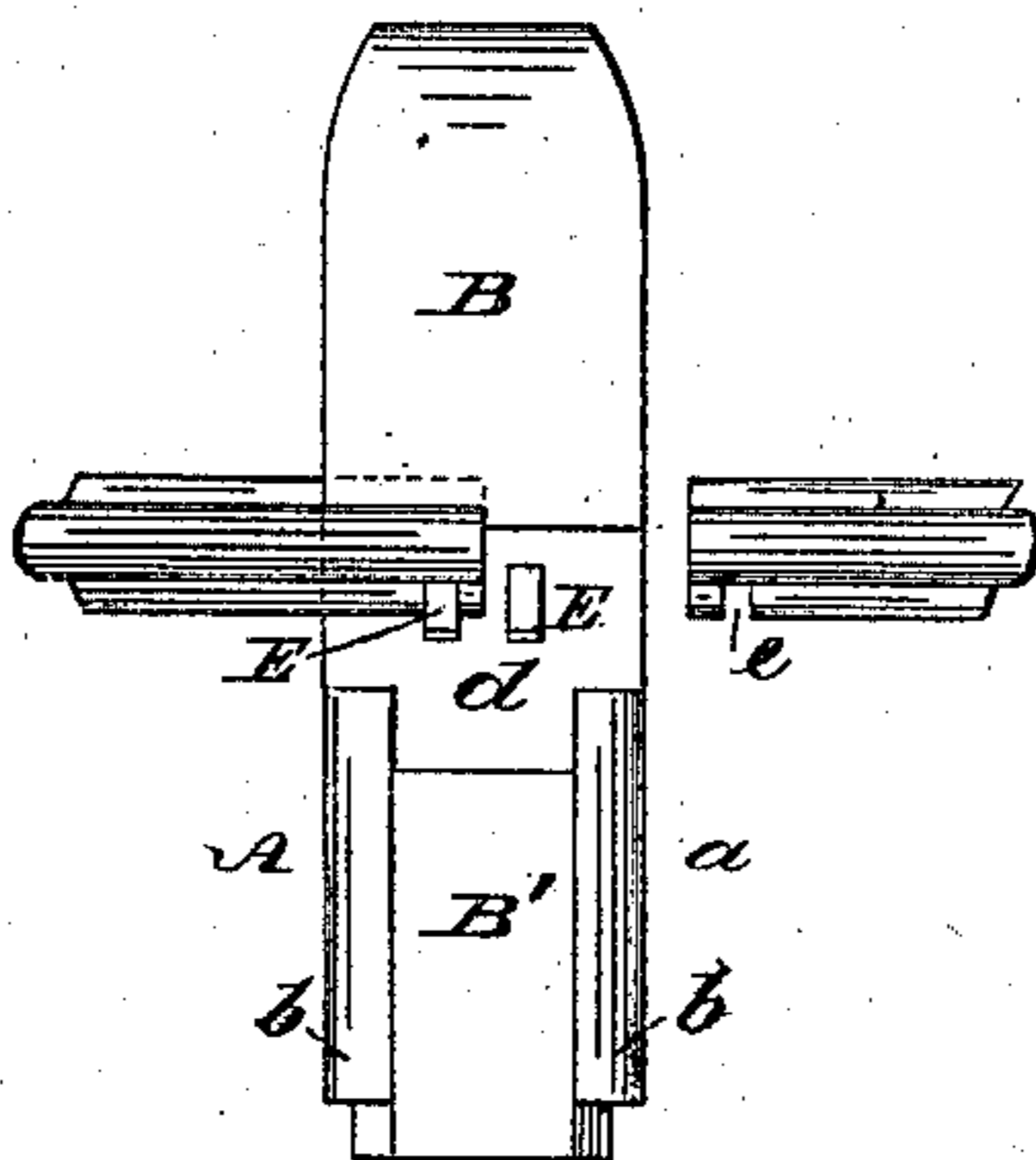
J. C. RUPP.  
Railroad Sleeper and Chair.

No. 241,724.

Patented May 17, 1881.



*Fig. 6.*



Witnesses:

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W. F. Kircher

Inventor:

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# UNITED STATES PATENT OFFICE.

JOHN C. RUPP, OF NEWARK, DELAWARE, ASSIGNOR OF ONE-HALF TO  
JAMES H. RAY AND JAMES HASSINGER, OF SAME PLACE.

## RAILROAD SLEEPER AND CHAIR.

SPECIFICATION forming part of Letters Patent No. 241,724, dated May 17, 1881.

Application filed February 23, 1881. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN C. RUPP, a citizen of the United States, residing at Newark, in the county of New Castle, State of Delaware, have invented a new and useful Improvement in Railroad Sleepers and Chairs, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a top or plan view of the sleeper and chair embodying my invention. Fig. 2 is a side elevation thereof. Fig. 3 is a vertical section in line *x x*, Fig. 1. Fig. 4 is a vertical section in line *y y*, Fig. 3. Fig. 5 is a vertical section in line *z z*, Fig. 3. Fig. 6 is a plan view of the parts separated.

Similar letters of reference indicate corresponding parts in the several figures.

My invention relates to combined sleepers and chairs; and it consists in the construction and combination of parts hereinafter set forth.

Referring to the drawings, A represents a sleeper formed of two sections, *a a*, one for each track, the upper outer end of each of which has an overhanging part, B, forming a cheek-piece for one side of the base of the rail.

On the upper face of the inner end of each of the sleepers are two flanges, *b b*, which extend in the direction of the length of the sleeper or at a right angle to the rails, and form a way, C, in which is fitted a sliding or movable cheek-piece, B', for the side of the base of the rail opposite to the cheek-piece B, each section *a*, with the cheek-piece B and flanges *b b*, being cast or otherwise formed together of metal, the inner faces of the flanges being dovetailed or grooved, in order to guide the sliding cheek-piece, and prevent vertical displacement thereof, it being noticed that I produce a sleeper and chair in one.

In order to connect the two sections of a sleeper, I employ a rod or bar, D, the ends of which are bent downwardly and fitted in openings in the bases of the ways or chair portions C, keys or other fastenings *e* being passed through said ends of the rod or bar D for preventing vertical displacement thereof.

The operation is as follows: The two sections *a a* of each sleeper are properly laid in

the road-bed and the rails placed in position, with their bases under the fixed cheek-pieces B. The sliding cheek-pieces are then applied to the ways C and forced against the bases of the rail, on the inner sides thereof, after which the coupling or connecting rod or bar D is attached to the sections by its ends entering the chair portions and secured, the disposition of parts being shown in Fig. 1.

It will be seen that I produce a sleeper and chair which is cheap, strong, and durable, quickly and easily laid, and of few parts, and, as is evident, all parts are formed of metal.

It will also be seen that the connecting-rods or bars D prevent spreading of the sections, and serve to keep them firmly in position, besides acting as a lock for the sliding cheek-pieces.

In order to prevent the longitudinal displacement or shifting of the rails, the top face of the part *d* (sleeper or chair) is provided with upwardly-projecting lugs E, which are so disposed that notches *e* in the base of the rail engage with said lugs.

When the ends of adjacent rails meet on the sleeper or chair, each rail has a notch, *e*, and two lugs, E, are employed for each sleeper or chair, as in Fig. 4, but otherwise a single lug and notch are sufficient, as shown in Fig. 5.

When the inner cheek-pieces are withdrawn from the rails the displacement of the latter is readily accomplished without interference of the lugs E, as is also the location of said cheek-pieces on the flanges or bases of the tracks.

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

1. A sleeper having a lug or lugs, E, cheek-piece B, and way C, all on its upper face, in combination with a movable cheek-piece, B', and the notched rail, substantially as set forth.

2. The movable cheek-pieces B' B' and rod D, in combination with sleepers A A, having on their upper faces the ways C and fixed cheek-pieces B, substantially as set forth.

JOHN C. RUPP.

Witnesses:

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