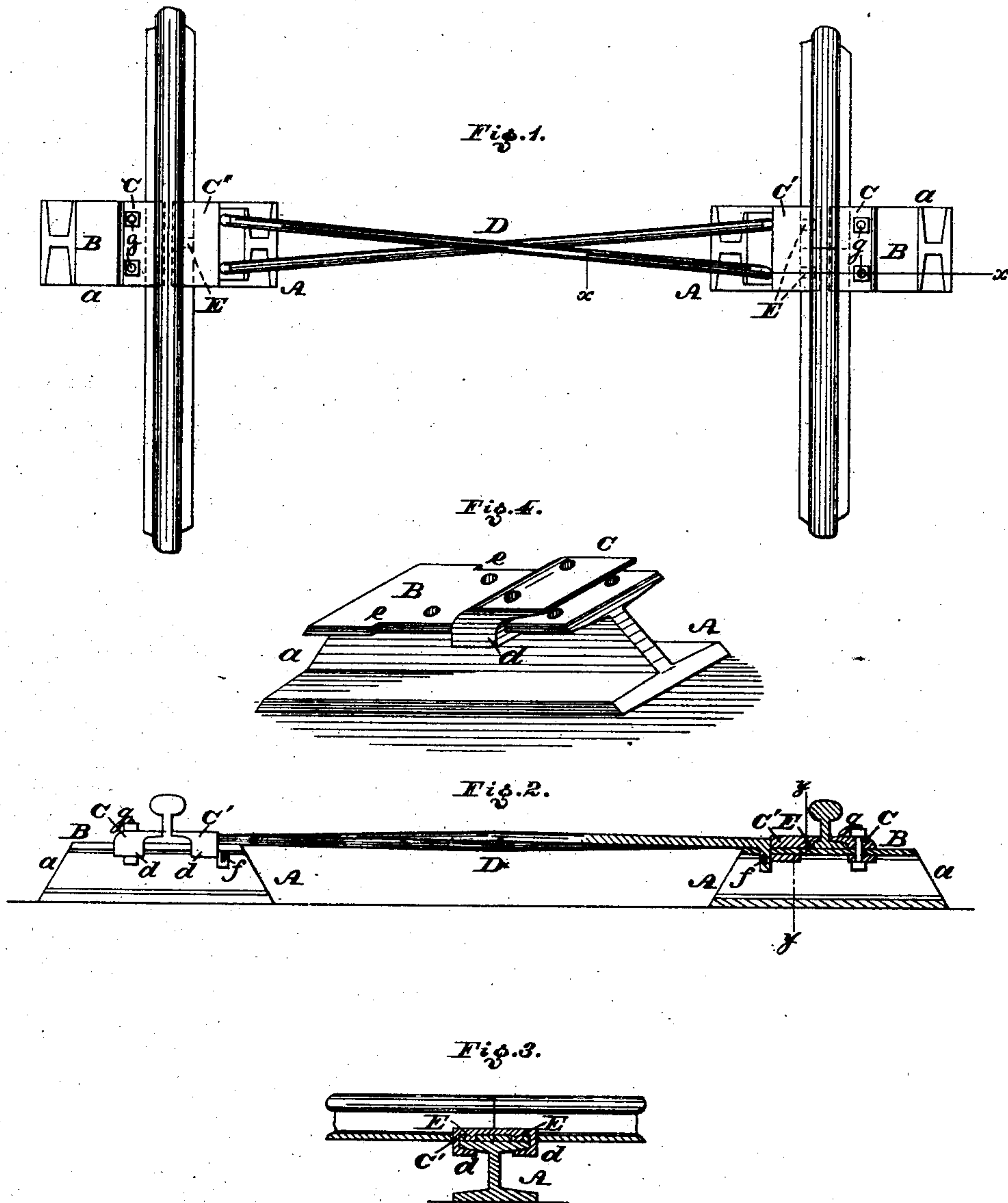


(No Model.)

J. C. RUPP.
RAILROAD SLEEPER AND CHAIR.

No. 245,222.

Patented Aug. 2, 1881.



Witnesses:

A. P. Grant,
H. F. Kircher

Inventor:

John C. Rupp,
by John A. Diebold

UNITED STATES PATENT OFFICE.

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

RAILROAD SLEEPER AND CHAIR.

SPECIFICATION forming part of Letters Patent No. 245,222, dated August 2, 1881.

Application filed May 24, 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, partly broken away, in line *x x*, Fig. 1. Fig. 3 is a vertical section in line *y y*, Fig. 2. Fig. 4 is a perspective view of a portion.

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

My invention consists of improvements in sleepers and chairs, as will be hereinafter fully set forth.

Referring to the drawings, A represents a sleeper consisting of two sections, *a a*, one for each track, and of I-beam form.

Fitted on the flat head B of each sleeper are movable or sliding cheek-pieces C C', which are formed with lips *d*, which embrace the sides of the head, and serve to guide the cheek-pieces and hold them in position.

In order to limit the outward motion of the cheek-piece C, the head of the sleeper is shouldered, as at *e*, forming an abutment for said cheek-piece, as more clearly shown in Fig. 4.

In order to connect the two sections *a a*, I employ rods or bars D D, which are crossed and have their ends bent downwardly and fitted in openings in the heads B, keys or other fastenings, *f*, being passed through said ends for preventing vertical displacement thereof. The two sections are properly laid in the road-bed, the ballast, &c., filling the spaces aside of the web or neck of the sleepers, between the head and base thereof, thus securely planting or embedding these sections. The sliding cheek-pieces C are now applied to the heads B and the rails placed in position. The other cheek-pieces, C', are then fitted on the heads and forced against the rails, and the coupling or connecting rods or bars D secured to the sections. Bolts *g*, if desired, are then inserted through the cheek-pieces C and heads B of the sleepers and tightened, the several parts being in position shown

in Figs. 1 and 2, it being noticed that both cheek-pieces of a section are fitted in position from the inner end thereof.

The sleeper and chair thus produced will be found to be simple, cheap, strong, and durable, quickly and easily laid, and of few parts, and, as is evident, may be formed entirely of metal. The rods or bars D prevent spreading of the sections and serve to keep them firmly in position, and also act as a lock for the cheek-pieces C'.

For the purpose of preventing longitudinal displacement or shifting of the rails, the inner faces of the cheek-pieces are formed with lugs E, which are so disposed that the notches in the rails engage with said lugs. When the ends of adjacent rails meet on the sleeper, each rail having a notch, each cheek-piece has two lugs, so that the cheek-piece engages with the notch of each rail; but when the length of the rail rests on the sleeper the cheek-piece employed has only a single lug for the notch of the rail. When the rods or bars D are removed the inner cheek-pieces, C', may be withdrawn and the rails displaced. The outer cheek-pieces, C, may be removed, leaving the sleepers intact and preserving their I form, ready for reapplication of the sliding cheek-pieces to the flat heads thereof.

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

1. The sections with shoulders *e*, in combination with movable cheek-pieces C C', substantially as and for the purpose set forth.

2. The sleeper, in combination with the two movable cheek-pieces C C', substantially as and for the purpose set forth.

3. The sections *a a* and cheek-pieces C', in combination with the crossed bars or rods D, substantially as and for the purpose set forth.

4. Cheek-pieces C', provided on their inner faces with lugs E, in combination with rails notched to receive said lugs, the sleepers, and the outer cheek-pieces, C, substantially as set forth.

JOHN C. RUPP.

Witnesses:

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