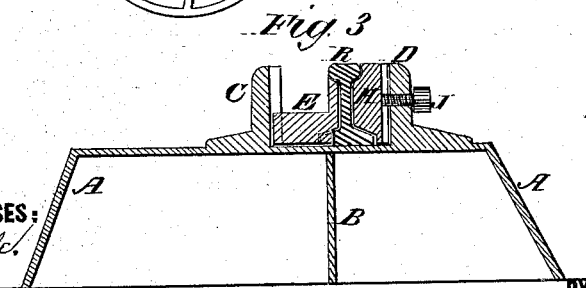
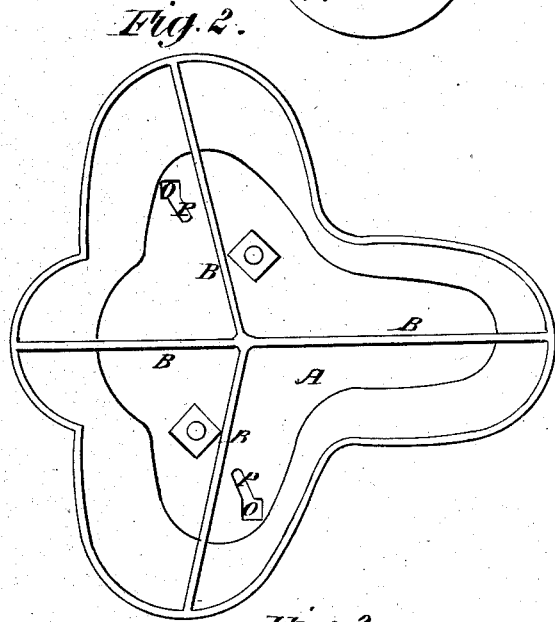
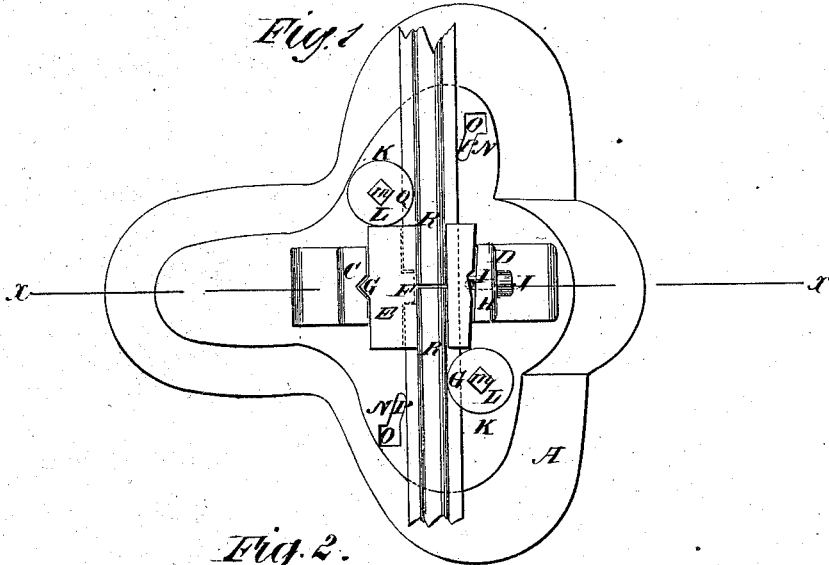


S. L. PORTER & D. PECK.

Railway-Rail Support.

No. 161,153

Patented March 23, 1875.



WITNESSES:  
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ATTORNEYS.

# UNITED STATES PATENT OFFICE.

SAMUEL L. PORTER AND DUANE PECK, OF ROCHELLE, ILLINOIS.

## IMPROVEMENT IN RAILWAY-RAIL SUPPORTS.

Specification forming part of Letters Patent No. **161,153**, dated March 23, 1875; application filed February 5, 1875.

*To all whom it may concern:*

Be it known that we, SAMUEL L. PORTER and DUANE PECK, of Rochelle, in the county of Ogle and State of Illinois, have invented a new and useful Improvement in Railroad-Ties, of which the following is a specification:

The main object of this invention is to so confine the ends of the rails that the usual fish-plates will be dispensed with; and it consists of a bed-plate having two strong ledges or lugs cast thereon, in combination with a cast-iron block and key and a set-screw, all arranged as described. It also consists in orifices through the top of the bed-plate for the admission of screw nuts and bolts, as herein-after described.

In the accompanying drawing, Figure 1 represents a top view, showing the different parts in their proper position. Fig. 2 is a view of the reverse side of the bed-plate. Fig. 3 is a cross-section of Fig. 1, taken on the line *x x*.

Similar letters of reference indicate corresponding parts.

A is the bed-plate, which rests upon the gravel-bed of the road. This plate is hollow on the under side, having supporting-ribs B, the lower edges of which ribs are on the same plane with the lower outside edge or bottom of the plate. C is a lug or ledge inside of the rail, and cast with the bed-plate or attached firmly thereto. D is a lug or ledge on the outside of the rail, cast also with the plate. E is a block, which is fitted between the rail and the ledge C. This block is closely fitted to the web of the rail, and acts as a gage to keep the rails separated the proper distance, the bed-flanges of the rails being notched to receive the projection F, as represented in Fig. 1. The opposite side of the block has a V-shaped projection, G, which

fits a recess of corresponding shape in the ledge C. H is a key on the opposite side of the rail. This key is fitted closely to the web of the rail. It extends to the bed-plate A, and upward as high as the tread of the rail. On its outside it has a notch, I, which receives the end of a set-screw, J. This set-screw passes through the ledge D, and securely holds the key in place. K K are bolts having disk-heads L and square projecting centers M to receive a socket-wrench. N N are bolt-holes made through the top of the bed-plate A. These bolt-orifices are made to admit the bolt-nut through the square portion O, and the slot P allows the bolt to be moved diagonally up to the rail, so that the disk-head L will bear upon the base-flange of the rail, as seen at Q, the bolt being turned tightly down with the socket-wrench before mentioned. R R are the rails, which are the rails in ordinary use.

With this arrangement the rails may be confined in the most substantial manner without the use of fish-plates or any other contrivance to confine the ends.

Having thus described our invention, we claim as new and desire to secure by Letters Patent—

1. The bed-plate A, having ledges or lugs C and D, block E, key H, and set-screw J, in combination with the rails R R, substantially as and for the purposes described.

2. The bed-plate provided with orifices N, having the square portion O and diagonal slot P, as and for the purpose specified.

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Witnesses:

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