

J. M. ATKINSON,

FISH-BARS FOR RAILROAD RAIL-JOINTS.

No. 171,713.

Patented Jan. 4, 1876.

Fig. 1.

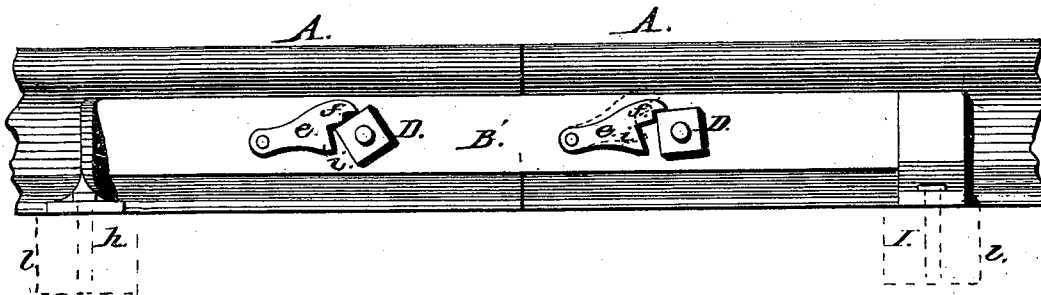
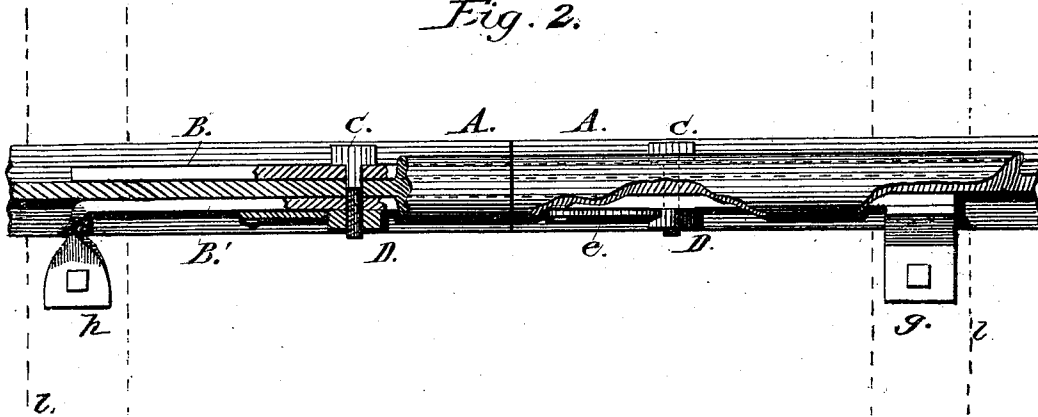


Fig. 2.



attest:

Edw. M. Down
Geo. D. Patton

Inventor:

James M. Atkinson.
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UNITED STATES PATENT OFFICE

JAMES M. ATKINSON, OF PITTSBURG, PENNSYLVANIA.

IMPROVEMENT IN FISH-BARS FOR RAILROAD-RAIL JOINTS.

Specification forming part of Letters Patent No. **171,713**, dated January 4, 1876; application filed December 11, 1873.

To all whom it may concern:

Be it known that I, JAMES M. ATKINSON, of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented a certain new and useful Improvement in Fish-Bars for Railroad-Rails; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

My invention relates to an improvement in fish-bars for railways; and consists in a fish-bar provided with a lug, which is formed by bending one end of the bar and then twisting the same into the shape hereinafter shown and described.

In the accompanying drawings, which form part of my specification, Figure 1 is a side elevation of sections of two rails provided with my improvement in fish-bars. Fig. 2 is a top view or plan of the same, representing a part of the rails and fish-bars broken away.

In the drawings, A A represent the rails of a railway placed in juxtaposition; B and B', the fish-bars; C, the bolts, and D the screw-nuts for the bolts. The rails A, fish-bar B, bolts C, and their screw-nuts D are all of ordinary construction, excepting that end of the fish-bar which is bent and twisted to form the lug *h*, as will be hereinafter more specially referred to.

The fish-bar B' is furnished with pivoted pawls *e*, furnished with recesses *f* and *i*. These

pawls are used for the purpose of preventing the screw-nuts D from turning upon their bolts C, and the recesses *f* and *i* are for the purpose of catching the screw-nuts in different positions on the bolts, as indicated in Fig. 1.

In the accompanying drawings two forms of lugs are represented on the fish-bar B', one of which is formed in one piece with the bar in accordance with my invention, the other being constructed separately therefrom, according to the usual method.

The lug *h*, by my invention, is formed by bending the end of the fish-bar at right angles, and then twisting the bent portion so that it will be on a plane with the upper surface of the cross-ties, (indicated by the dotted lines *l*.)

The lug *g* is of ordinary construction, being formed separately from the fish-bar and secured thereto by rivets or welding; but in practice I prefer to construct the bar with lugs *h* at each end and formed in one piece therewith.

What I claim is—

The fish-bar B', provided with lug *h*, formed by bending one end of the bar and then twisting the same into the shape shown and described.

JAMES M. ATKINSON.

Witnesses:

SAMUEL HUNTER,
JAMES J. JOHNSTON.