

R. ANTHONY.

Improvement in Fastening for Fish Plates.

No. 122,547.

Patented Jan. 9, 1872.

Fig. 1.

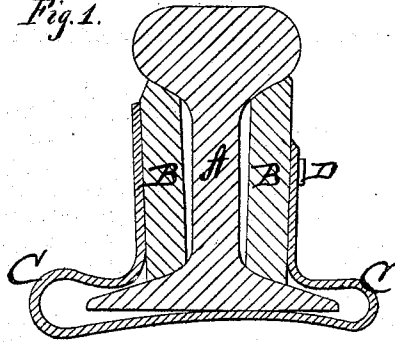
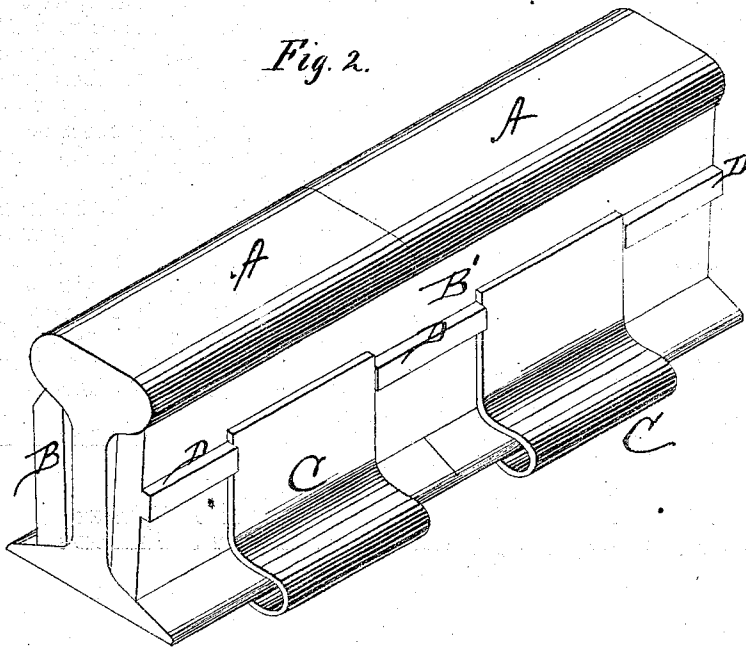


Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

RICHARD ANTHONY, OF KINGSTON, PENNSYLVANIA.

IMPROVEMENT IN FASTENINGS FOR FISH-PLATES.

Specification forming part of Letters Patent No. 122,547, dated January 9, 1872.

To whom it may concern:

Be it known that I, RICHARD ANTHONY, of Kingston, in the county of Luzerne and in the State of Pennsylvania, have invented certain new and useful Improvements in Fastening for Fish-Plate; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a "fastening for fish-plates on railroad rails," as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a transverse vertical section, and Fig. 2 is a perspective view of my fish-plate fastening.

A A represent the adjoining ends of two railroad-rails having a fish-plate, B, on each side. These fish-plates are held against the rails by means of two steel springs, C C, constructed as shown in Fig. 1—that is, the center of the spring bears against the under side of the rail, and is then curved over the edges of the base of the rail, and the ends of the spring press against the fish-plates. When the weight bears on the joint the spring presses

against the fish-plates, keeping them tight in their position for supporting the joint of the rails. This will obviate all the jarring caused by the wheels striking the joints, as it will make, as it were, one continuous rail. By this means I also dispense with the punching or drilling of the rails and fish-plates; and also with the use of bolts and nuts which never can be kept tight for any length of time, but are a constant source of annoyance and expense. The inside fish-plate has a longitudinal rib, D, in the center, with suitable openings cut out for the springs to fit in, which will prevent the springs from closing together, and always keep them in their proper positions, making a firm yet elastic joint.

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

In combination with the sections A A of a railroad rail, I claim the longitudinal fish-plates B B' and the springs C C', the interior fish-plate being provided with alternate ribs D and depressions for the springs to fit in, all substantially as shown and described.

In testimony that I claim the foregoing I have hereunto set my hand this 13th day of May, 1871.

RICHARD ANTHONY.

Witnesses:

LEWIS S. WATRES,
HENRY J. PHILLIPS.

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