S. RUMMEL.

Nut-Locks.

No. 148,328. Patented March 10, 1874.

Fig. 1.

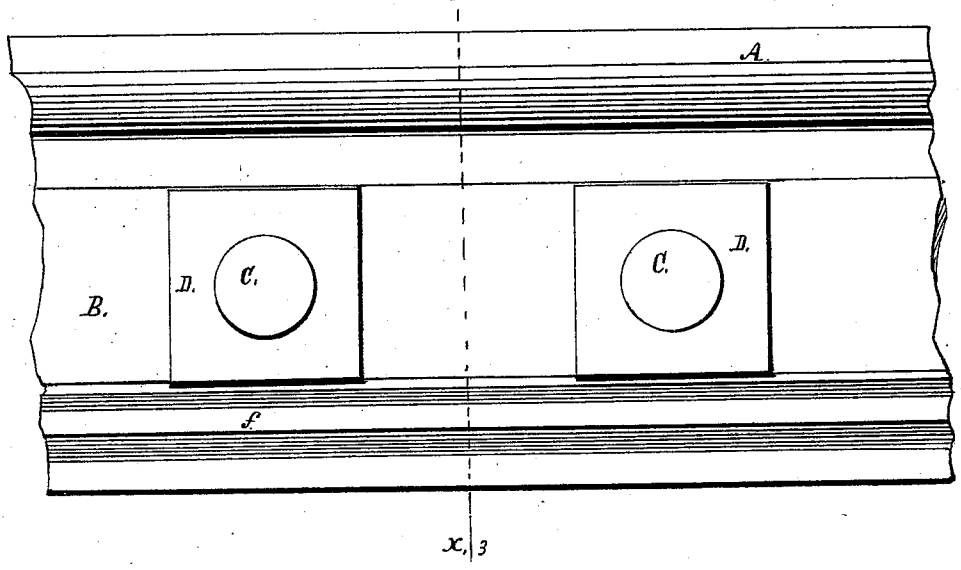
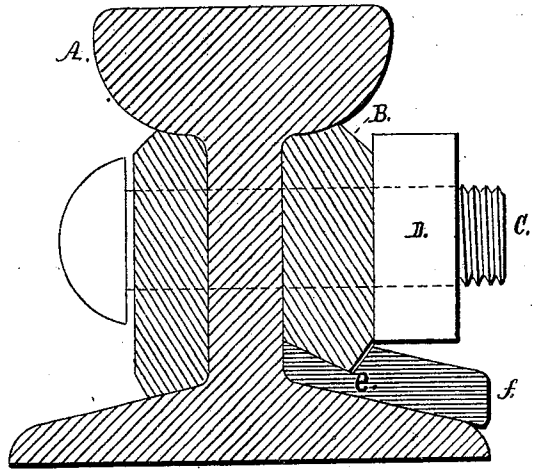


Fig. 2.



Witnesses.

Wm. W. L. Dyre.

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UNITED STATES PATENT OFFICE.

SIMEON RUMMEL, OF LEETONIA, OHIO.

IMPROVEMENT IN NUT-LOCKS.

Specification forming part of Letters Patent No. **148,328**, dated March 10, 1874; application filed December 23, 1873.

To all whom it may concern:

Be it known that I, SIMEON RUMMEL, of Leetonia, in the county of Columbiana and State of Ohio, have invented a certain new and useful Improvement in Fish-Joint for Railways; 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 nut-lock for the bolts used in connection with fish-bars for coupling together the rails of railways; and consists in the combination of a grooved bar with the fish-bar bolts and nuts.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

In the accompanying drawings, which form part of my specification, Figure 1 is a side elevation of a section of a rail for railways provided with my improvement for locking the nuts used in connection with bolts and fish-bars. Fig. 2 is a vertical and transverse section of the same at line *x* of Fig. 1.

A represents the rail, and B the fish-bar. C represents the bolts, and D their screw-nuts. *f* represents a bar, the upper side of which, near its edge, is provided with a groove, *e*, into which is fitted the lower edge of the fish-bar B.

As the construction of the several parts and their arrangement with relation to each other will be readily understood by reference to the accompanying drawings, I will, therefore, proceed to describe the operation, which is as follows:

The rails are joined together in the usual manner, and coupled through the medium of the fish-bar B, bolts C, and screw-nuts D, in the ordinary way, after which the bar *f* is placed on the web of the rail A, with the lower edge of the fish-bar B entering the groove *e*. The bar *f* is then driven under the fish-bar, as indicated in Fig. 1, which will prevent the nuts D from turning on their bolts C, and also add greatly to the strength and firmness of the "fish-joint."

Having thus described my improvement, what I claim as of my invention is—

The combination of the grooved bar *e*, forming a dovetail projection, the fish-bar B, constructed as described, and bolts and nuts, for forming the joints of railways, substantially as described.

Witnesses: SIMEON RUMMEL.
JOHN VOGLESENG,
JAMES D. JONES.