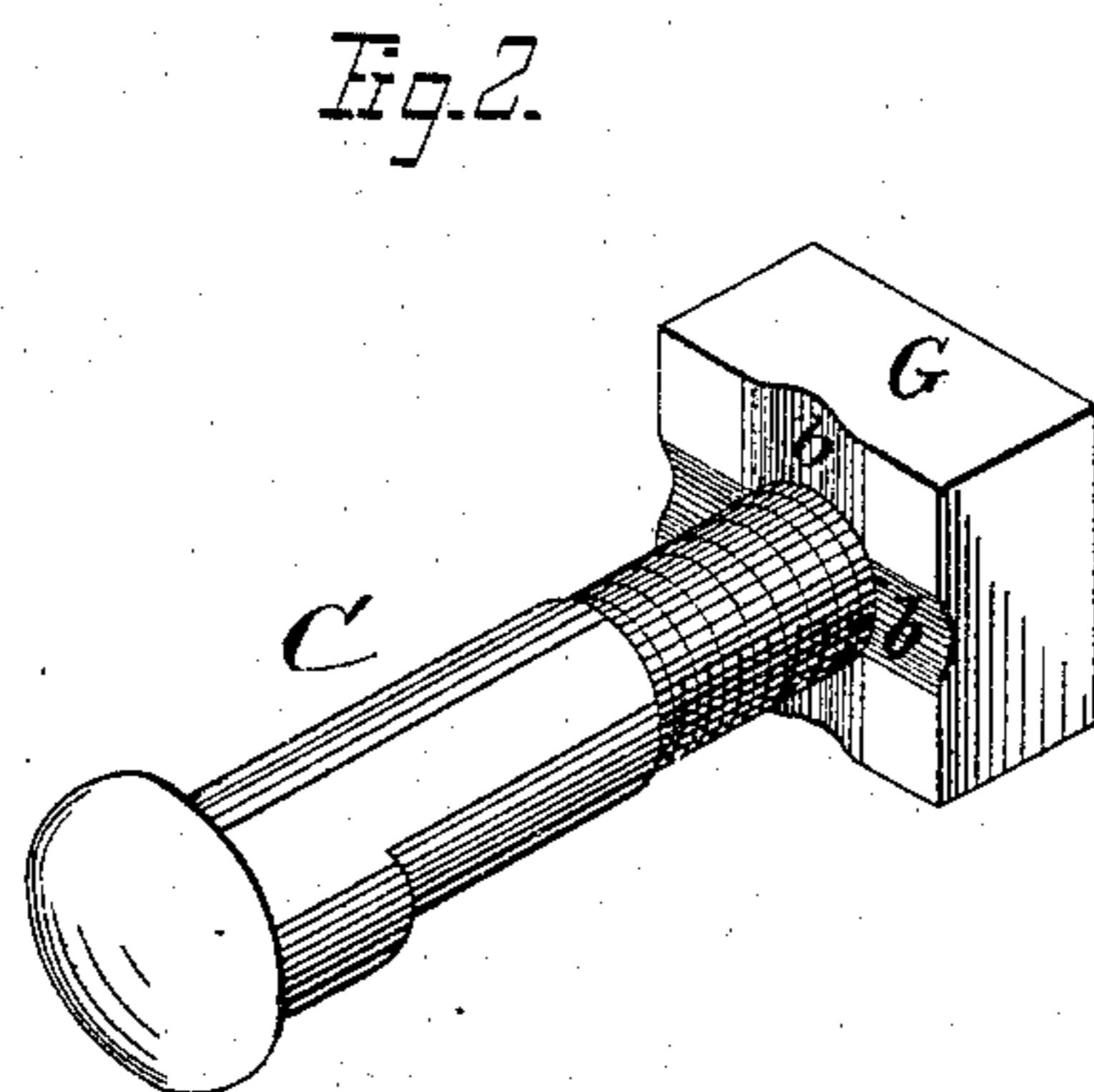
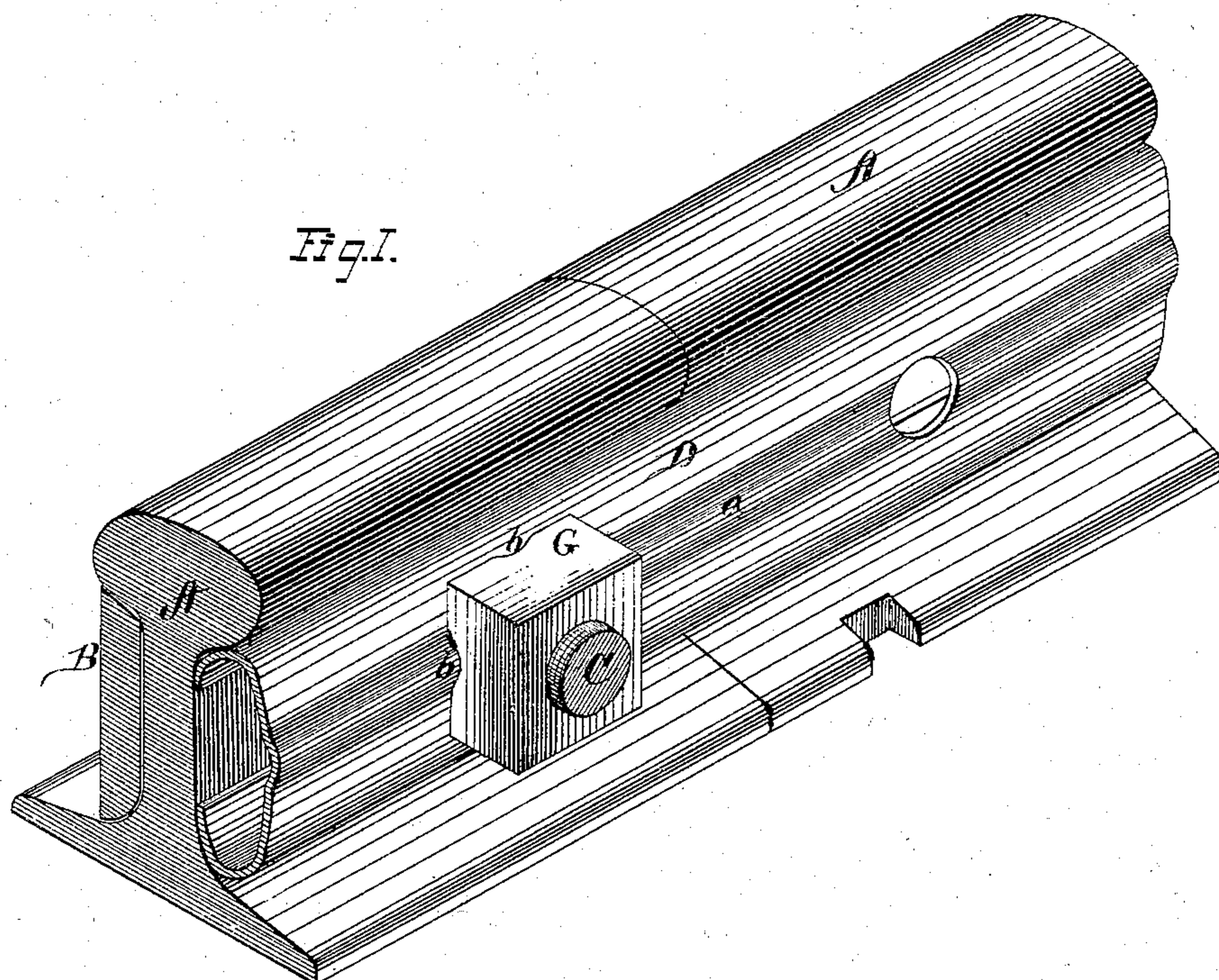


R. ANTHONY & F. A. SEABERT.
Railroad Rail Joints.

No. 137,819.

Patented April 15, 1873.



Witness:
Geo. C. Hutchinson
Chas. L. Everts.

Inventor.
Richard Anthony,
Franklin A. Seabert,
per *Handus & Mason*
Attorneys.

UNITED STATES PATENT OFFICE.

FRANKLIN A. SEABERT AND RICHARD ANTHONY, OF KINGSTON, PA.

IMPROVEMENT IN RAILROAD-RAIL JOINTS.

Specification forming part of Letters Patent No. 137,819, dated April 15, 1873; application filed August 30, 1872.

To all whom it may concern:

Be it known that we, FRANKLIN A. SEABERT and RICHARD ANTHONY, of Kingston, in the county of Luzerne and in the State of Pennsylvania, have invented certain new and useful Improvements in Railroad Joint; and we 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 our invention consists in the construction and arrangement of a railroad-rail joint, as will be hereinafter more fully set forth.

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

Figure 1 is a perspective view of our railroad-rail joint, and Fig. 2 is a perspective view of the bolt and nut used in the same.

A A represent the adjoining ends of two railroad rails. B is the common fish-bar or fish-plate on one side of said rails. C C are the bolts, which are passed through the fish-bar B, and also through the rails, the ends of said bolts passing through another fish-plate, D, on the other side of the rails, and fastened

by nuts G G. The fish-plate D is made of steel, having its upper and lower edges bent inward, as shown, against the rails, and in the center of the plate is an outward bulge or rib, *a*, running the entire length of the plate. On the inner side of each nut G are two concave grooves, *b b*, running across the center at right angles with each other. When these nuts are tightened the plate D gives, and for every quarter turn it springs outward by the rib *a* entering one of the grooves *b*, thereby locking the nuts firmly in their position, so that they will not get loose by the jarring of the trains passing over the road.

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

The fish-plate D, constructed as described, with its upper and lower edges bent inward, and with a central longitudinal rib, *a*, in combination with the grooves *b b* in the nut G, substantially as and for the purposes herein set forth.

In testimony that we claim the foregoing we have hereunto set our hands this 16th day of August, 1872.

FRANKLIN A. SEABERT.

Witnesses: RICHARD ANTHONY.

JOHN D. KEITHLER,

CHAS. A. ZIEGLER.