

**THE WHARTON  
Safety Railroad Switch.**

**BOTH RAILS** of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,  
Or WM. WHARTON, Jr., Sup't,  
Of the Wharton R.R. Switch Co.,  
28 South 3d St., Philada., Pa.  
P. O. BOX, 2353, Phila.

**YORK CAR WORKS.**

ESTABLISHED IN 1852.

**Billmeyer & Smalls,  
YORK, PENN.**

This old established firm continue to build all kinds of Freight Cars to order.

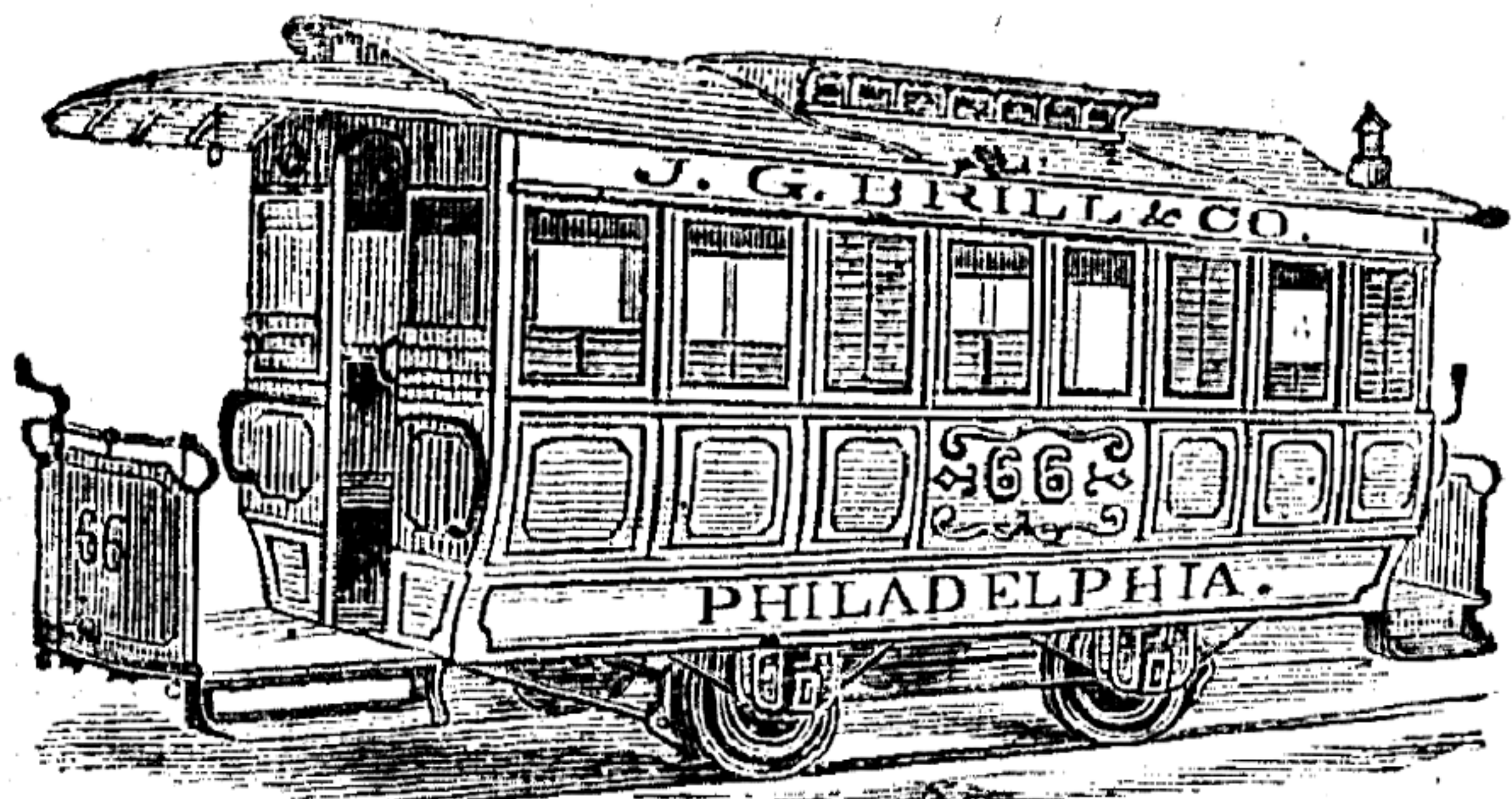
**Narrow Gauge Cars**

having received their special attention, they are prepared to receive orders and to deliver promptly.

They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.

Photographs of Narrow Gauge cars sent by mail.

C. Billmeyer. D. E. Small. J. H. Small.



MANUFACTURERS OF

**Street and Narrow Gauge Cars.**  
CARS BUILT IN SECTIONS FOR SHIPMENT.

Works and Office, one block from Penn. Cent. R. R. Depot,  
PHILADELPHIA, PA.

**EDWARD J. ETING,**

105 Walnut St., Philadelphia,  
MANUFACTURERS' AGENT FOR THE SALE OF  
AMERICAN AND FOREIGN

**RAILROAD IRON**

Of every Size, Weight and Pattern,  
**ROLLING STOCK & SUPPLIES.**

Old Rails Re-Rolled & Exchanged for New.  
Iron Received on Storage, in Bond or Free,  
Weighed and Delivered. Wharf connected by Track with  
Philadelphia and Reading Railroad.

Special attention paid to the Purchase and Sale of  
Old Railroad and Scrap Iron.

CONSIGNMENTS SOLICITED.

WM. COURTENAY, President.

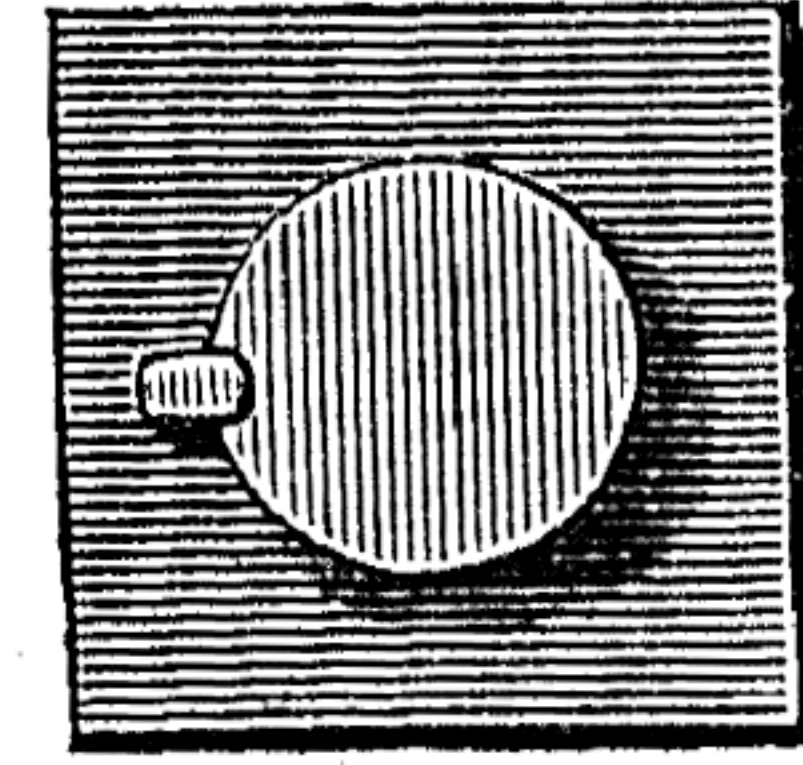
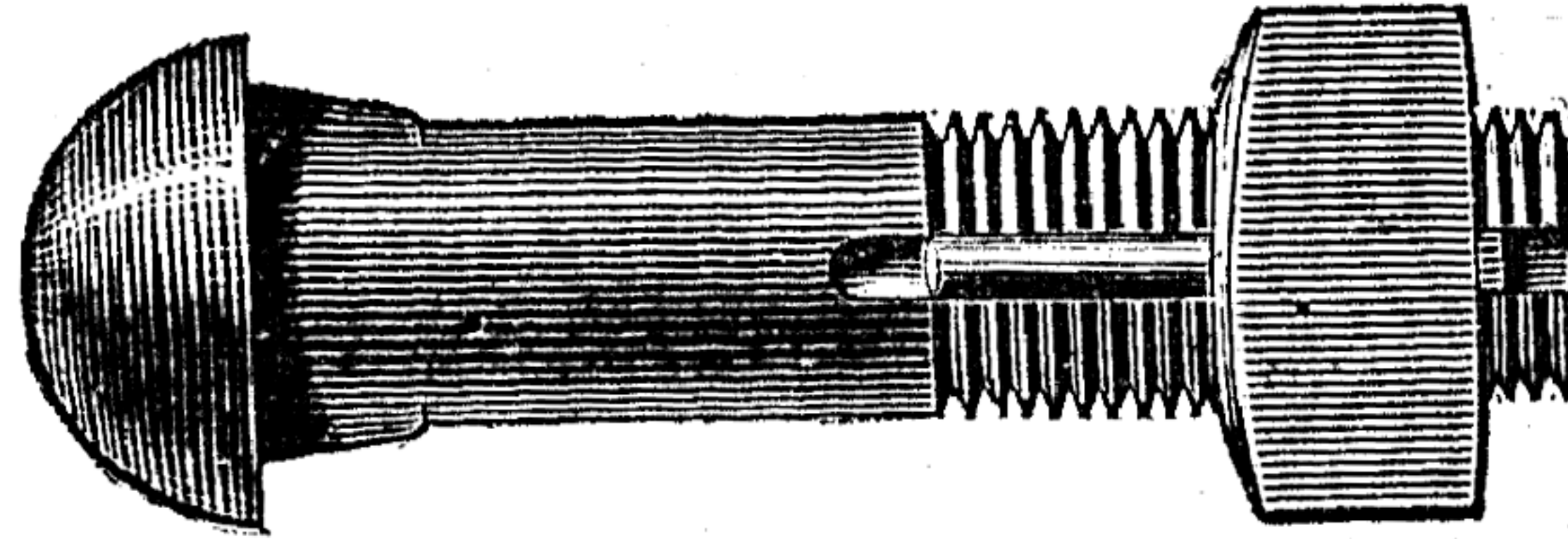
CHAS. F. COBB, Secretary.

**THE LOCK-NUT & BOLT COMPANY OF NEW YORK,**  
No. 61 Broadway, New York.

Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the  
"CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED

June 16, 1868.



IMPROVED

August 23, 1870.

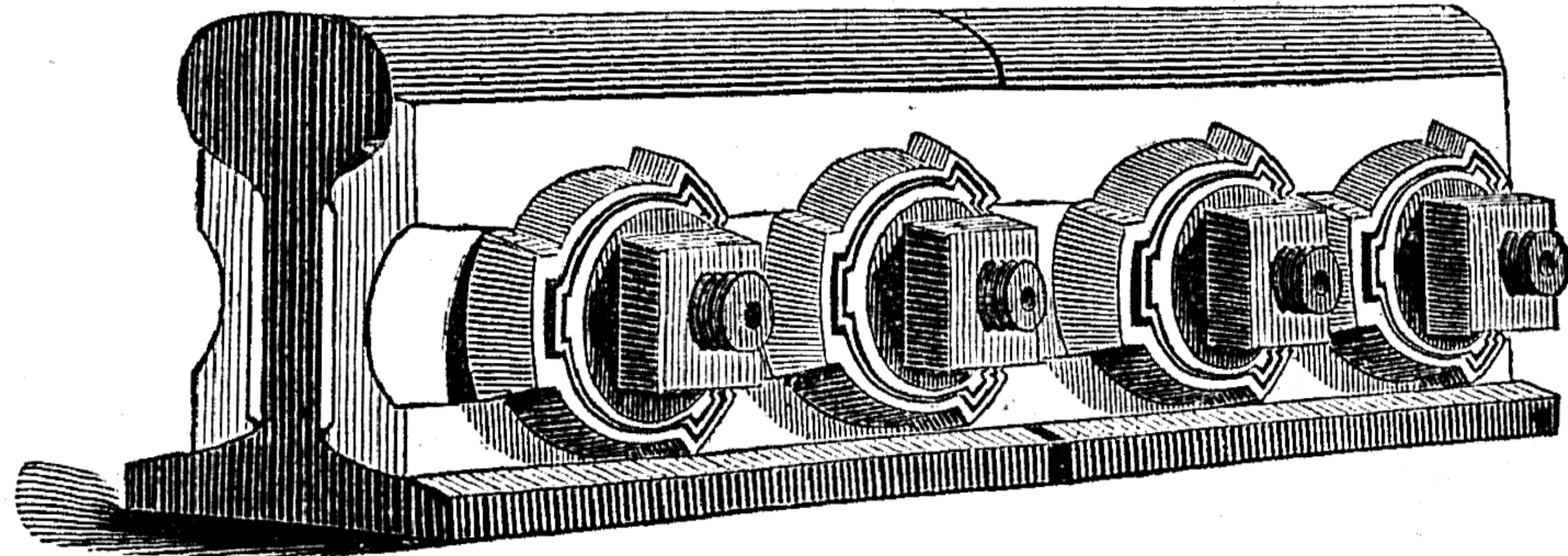
**Unequalled for Cheapness, Simplicity and Effectiveness.**

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, over which the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over four years, they have never failed, and are now in use on over fifty Railroads, giving perfect satisfaction. We solicit a trial anywhere.

Licenses Granted to R. R. Companies, Car Builders and others.

**PRATT'S  
PATENT COMPENSATING FISH-JOINT,**



MADE BY

**VERREE & MITCHELL,  
IRON AND STEEL MANUFACTURERS,  
No. 939 North Delaware Avenue, Philadelphia, Penn.**

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

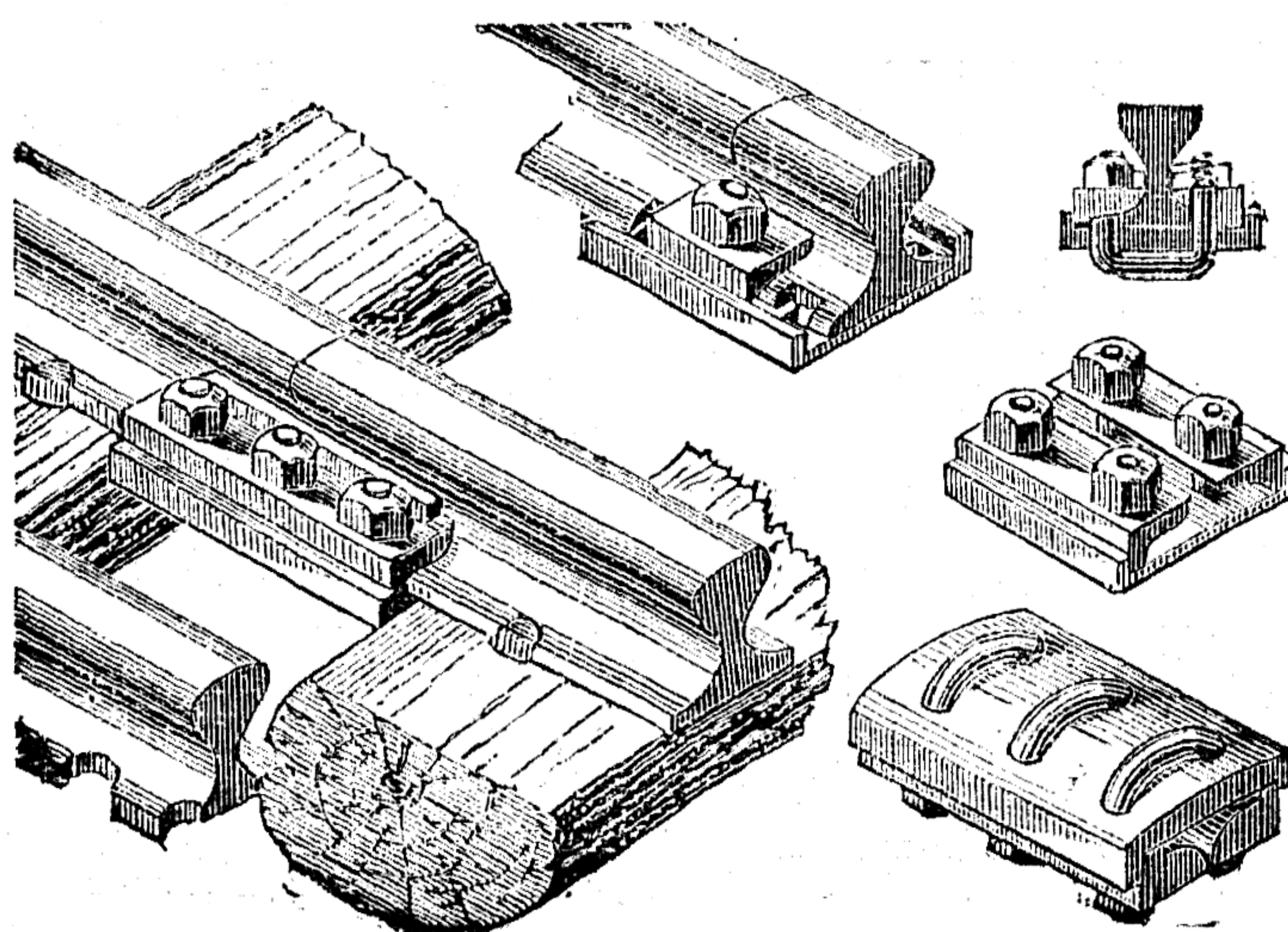
Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

**We confidently claim for the PATENT COMPENSATING FISH-JOINT:**

- That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
- That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
- That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby prevents fracture; and we have yet to hear of the first rail having been broken with our Joint on it.
- That it can be applied in repairing and relaying with the least trouble and delay.
- That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



**FISHER'S PATENT  
Wrought Iron**

**RAIL JOINTS,**

MADE BY

**FISHER & NORRIS,**

**TRENTON, N. J.**

The Superiority of these Joints has been proved by eight years' use on different Roads.