(No Model.)

W. C. LADD.

NUT LOCK.

No. 266,165. Patented Oct. 17, 1882.

Fig. 1.

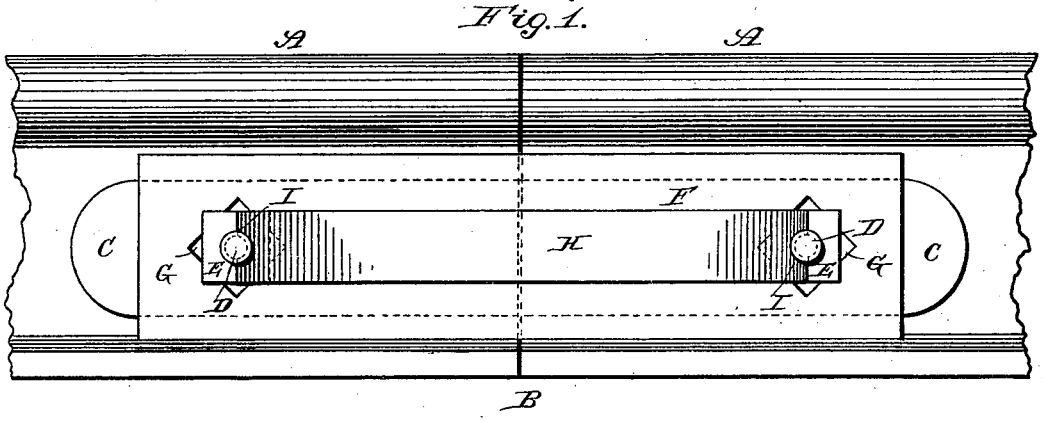


Fig. 2.

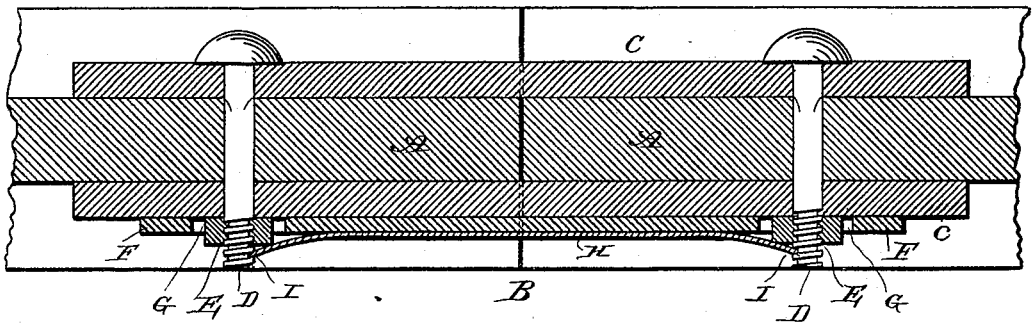
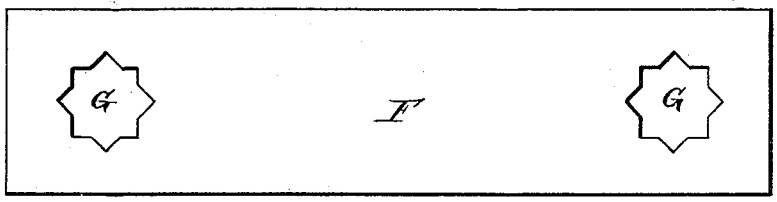


Fig. 3.



Witnesses:

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W. A. Craig

Inventor:

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Atty.

UNITED STATES PATENT OFFICE.

WILLIAM C. LADD, OF KINGSLEY, FLORIDA.

NUT-LOCK.

SPECIFICATION forming part of Letters Patent No. 266,165, dated October 17, 1882.

Application filed July 18, 1882. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM C. LADD, a citizen of the United States, residing at Kingsley, in the county of Clay and State of Florida, have invented certain new and useful Improvements in Nut-Locks, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain improvements in nut-locks; and it consists in certain new combinations and arrangements of parts, as will be more specifically hereinafter pointed out, and set forth in the claims.

In the drawings, Figure 1 represents a side elevation of two sections of rail, showing my improvement applied thereto. Fig. 2 represents a horizontal sectional view of the same, and Fig. 3 represents a detached view of a portion of the nut-lock detached.

The letter A indicates the two sections of the rail of a railroad, united at B in the usual manner.

The letter C indicates the fish-plate, which is located between the flanges of the rail, against the web, and crosses the joint in the usual manner.

D indicates the screw-bolts, which pass through apertures in the fish-plate and web of the rail and project beyond said web at one side. The projecting ends are threaded, as usual, and are provided with the ordinary screw-nuts, E.

The letter F indicates a flat metallic plate having two star-shaped apertures, G, in which the screw-nuts are adapted to fit.

It will be seen that by their shape the nuts may be engaged, whether their edges are parallel with the edges of the plate or obliquely thereto, thus making provision for securing the nuts tight to their seat, and still having them in proper position for the plate.

The letter H indicates a bent spring of flat metal, having recesses I at each end, adapted to engage the threads of the screw-bolts and be held between the two in such manner as to press against the plate F and hold it against the web of the rail.

It will be perceived that as constructed the plate F cannot be moved so long as the spring is in place, and that while thus secured the nut cannot possibly be turned, thus thoroughly securing the parts together.

I am aware that plates have been used having orifices therein for the nuts on the bolts to prevent them from turning, as shown in Patent No. 172,229, January 11, 1876; but in my device I employ a separate plate, F, between the spring-plate H and the rail, with the orifices therein for the retention of the nuts, which plate F is kept in place by the spring H, which spring extends only between the ends of the bolts, having a notch in each end, which notches are engaged with the threads of the bolts, and which is held in position solely by the engagement of the ends, and no extra tool is required to remove the spring-plate, as in the patent referred to.

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

In railway-rail joints, the combination of the rail-sections, the fish-plates, bolts, and nuts, the plate F, having orifices for the nuts, and the notched spring-plate extended between and held in position solely by the engagement of its ends in the threads of the bolts, all substantially as and for the purpose described.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM C. LADD.

Witnesses:
E. H. BRADFORD,
H. J. ENNIS.