(No Model.)

J. FREDERICK.

NUT LOCK.

No. 252,655. Patented Jan. 24, 1882.

Fig. 1.

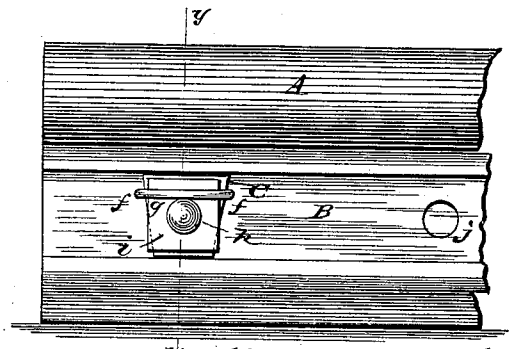


Fig. 2.

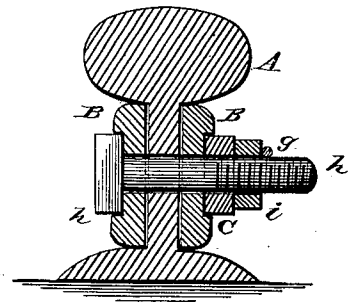


Fig. 3.

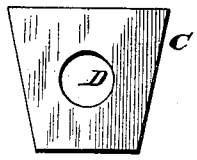


Fig. 4.

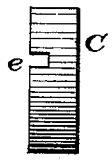


Fig. 5.

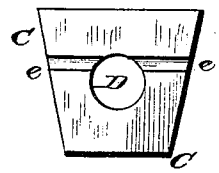


Fig. 6.

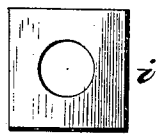


Fig. 7.

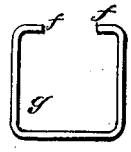
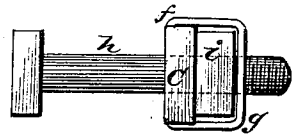


Fig. 8.



WITNESSES

Fred. L. Dieterich

F. C. Dieterich

INVENTOR

John Frederick

By J. J. Johnston

his Attorney

N. PETERS, Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

JOHN FREDERICK, OF PITTSBURG, PENNSYLVANIA, ASSIGNOR OF ONE-FOURTH TO CHARLES FREDERICK, OF SAME PLACE.

NUT-LOCK.

SPECIFICATION forming part of Letters Patent No. 252,655, dated January 24, 1882.

Application filed July 27, 1881. (No model.)

To all whom it may concern:

Be it known that I, JOHN FREDERICK, of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improvement in Nut-Locks; and I do hereby declare that the following is a full 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 and fish-plate combined for coupling together railway-rails; and it consists in constructing the fish-plate with a recess in its outer face, in combination with a washer, the contour of which is that of a keystone, having recesses for pivoting thereto a spring-yoke for straddling the nut of the bolt for the purpose of preventing it from turning thereon.

To enable others skilled in the art with which my invention is most nearly connected to make and use it, 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, representing a section of a rail and a section of a fish-plate with the bolt, washer, nut, and yoke. Fig. 2 is a transverse section of Fig. 1 at line *y y*. Fig. 3 is a front face view of the washer. Fig. 4 is an edge view of the same. Fig. 5 is a rear face view of the same. Fig. 6 is a face view of nut. Fig. 7 represents the spring-yoke. Fig. 8 represents a combination of the bolt, washer, nut, and yoke and their relation to each other.

Reference being had to the accompanying drawings, A represents the rail, which is of ordinary construction.

B represents the fish-plates, which are recessed on their outer face, as shown in Fig. 2.

C represents the washer, the contour of which is that of a keystone, and is provided with an opening, D, and recesses *e* for the reception of the pivot-points *f* of a spring-yoke, *g*, the form of which is clearly shown in Fig. 7.

h represents the bolt, which is of ordinary construction, having screw-nut *i*. The fish-plates are placed upon the rail for the purpose of coupling them together, and the bolt passed through the opening *j* in the fish-plate and rail, with the head of the bolt in the recess of one of the fish-plates, and the washer C slipped over the bolt and into the recess of the other fish-plate, with the pivot-points of the spring-yoke *g* placed in the recesses *e* of the washer C with the yoke turned up. The screw-nut *i* is then screwed onto the bolt, after which the yoke is turned down over said nut, as shown in Figs. 1, 2, and 8, which will prevent the nut *i* from turning upon the bolt, and the keystone form or converging sides of the washer will prevent the spring-yoke from being jarred or thrown upward, the whole forming a cheap and positive nut-lock for railway purposes.

Having thus described my improvement, what claim is—

The combination of the recessed fish-bars B, washer C, having converging sides and recess *e*, the spring-yoke *g*, bolt *h*, and nut *i*, constructed, arranged, and operating substantially as herein described, and for the purpose set forth.

JOHN FREDERICK.

Witnesses:
A. C. JOHNSTON,
CHAS. FREDERICK.