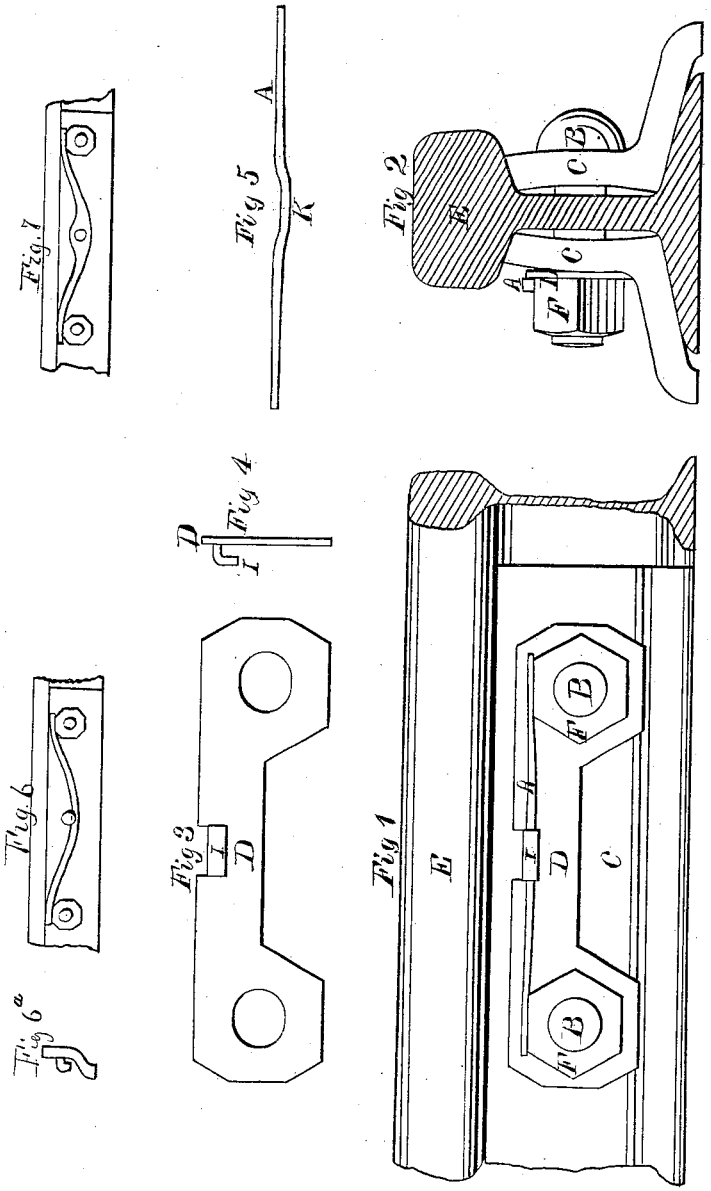
(No Model.)

S. E. SHUTE.

NUT LOCK.

No. 265,285. Patented Oct. 3, 1882.



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UNITED STATES PATENT OFFICE.

SAMUEL E. SHUTE, OF RICHMOND, IND., ASSIGNOR OF FIVE-EIGHTHS TO ELLIOT HOLBROOK AND EDWARD COCKAYNE, BOTH OF SAME PLACE.

NUT-LOCK.

SPECIFICATION forming part of Letters Patent No. 265,285, dated October 3, 1882.

Application filed March 22, 1882. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL E. SHUTE, of Richmond, in the county of Wayne and State of Indiana, have invented a new and Improved Nut-Lock for Railroad and other Purposes, of which the following is a specification.

The invention consists of a plate-washer having a channel formed thereon as an integral part thereof or otherwise attached for the reception of a spring resting therein, having a recessed portion thereon as long as the channel in the washer-plate, the free ends of said spring each resting and bearing on nuts sufficiently hard to prevent them from turning, but not hard enough to prevent them from being readily turned to tighten, loosen, or remove them by use of a wrench or other suitable tools.

Reference being had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures—

Figure 1 shows a longitudinal elevation of the nut-lock applied to the bolts. Fig. 2 is a section through the rail, showing the ends of the splice-bars, washer-plate, and spring. Figs. 3 and 4 show side and end view of the washer-plate, respectively. Fig. 5 shows a side view of the spring for holding the nuts in place.

The construction of the parts is so simple that a short description will suffice. The washer is a double washer stamped out of a plate, and having a hook formed or struck up to receive the spring. The spring may be made of any suitable material.

As the bolts, splices, and rail have no new features in them, it will be seen that no new construction of these particulars is necessary.

The operation of this nut-lock is as follows: The bolts B B being in place through the rail and splices C C, the washer-plate D is then slipped onto the bolts B B, as shown in Fig. 1, and the nuts screwed tightly against the washer D. The spring A is then driven through the channel I in the washer D and over the nuts F F. The wrench is then applied and the nuts screwed tightly to their place. The spring meanwhile presses against the flat sides of the nuts F F with sufficient force to prevent them from turning and becoming loose, but will readily yield sufficiently to allow them to be turned when the wrench is applied, making it a simple and easy operation to take up the wear between any of the parts bolted together by tightening the nuts or to remove the nuts.

This nut-lock is applicable to a great many uses besides its use on railroad-tracks.

Several modifications of this invention may be made, some of which are shown in the drawings. Fig. 6 shows the spring held in position by a head, with a channel on the under side projecting from the splice-bar, thus dispensing with the washer-plate altogether. Fig. 6ª shows in side view the splice-bar in Fig. 6. Fig. 7 shows the spring fastened to the washer or splice by a pin passing through an eye in the spring.

Having thus described the nature, construction, and operation of my invention, what I claim as new and useful, and desire to secure by Letters Patent, is—

1. The washer D, having the channel or hook I formed thereon as an integral part thereof, or otherwise attached, in combination with the spring A, having the shouldered depression K, for the purposes and uses herein described.

2. The washer D, having the channel I, and the spring A, in combination with the nuts F F, bolts B B, and parts held together by them, for the purposes and uses herein set forth.

3. The washer D, having the channel I formed thereon, in combination with the spring A, nuts F F, bolts B B, splice-bars C C, and rail E, combined and operated together for the purposes and uses herein set forth.

SAMUEL E. SHUTE.

In presence of—

E. HOLBROOK,

W. A. VAN FRANK.