(No Model.)

A. McKENNEY.

Nut Lock and Bolt.

No. 241,394. Patented May 10, 1881.

Fig. 1.

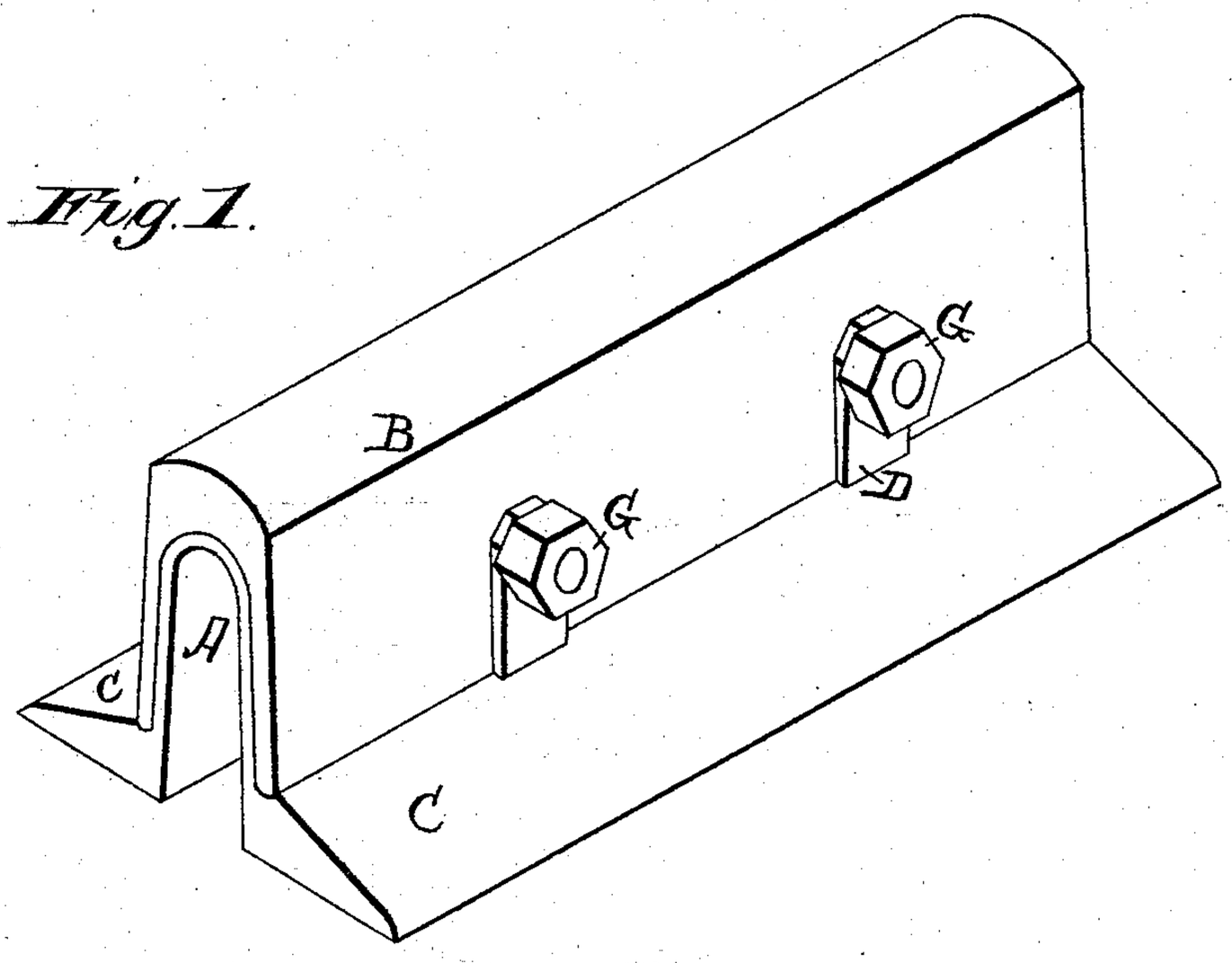
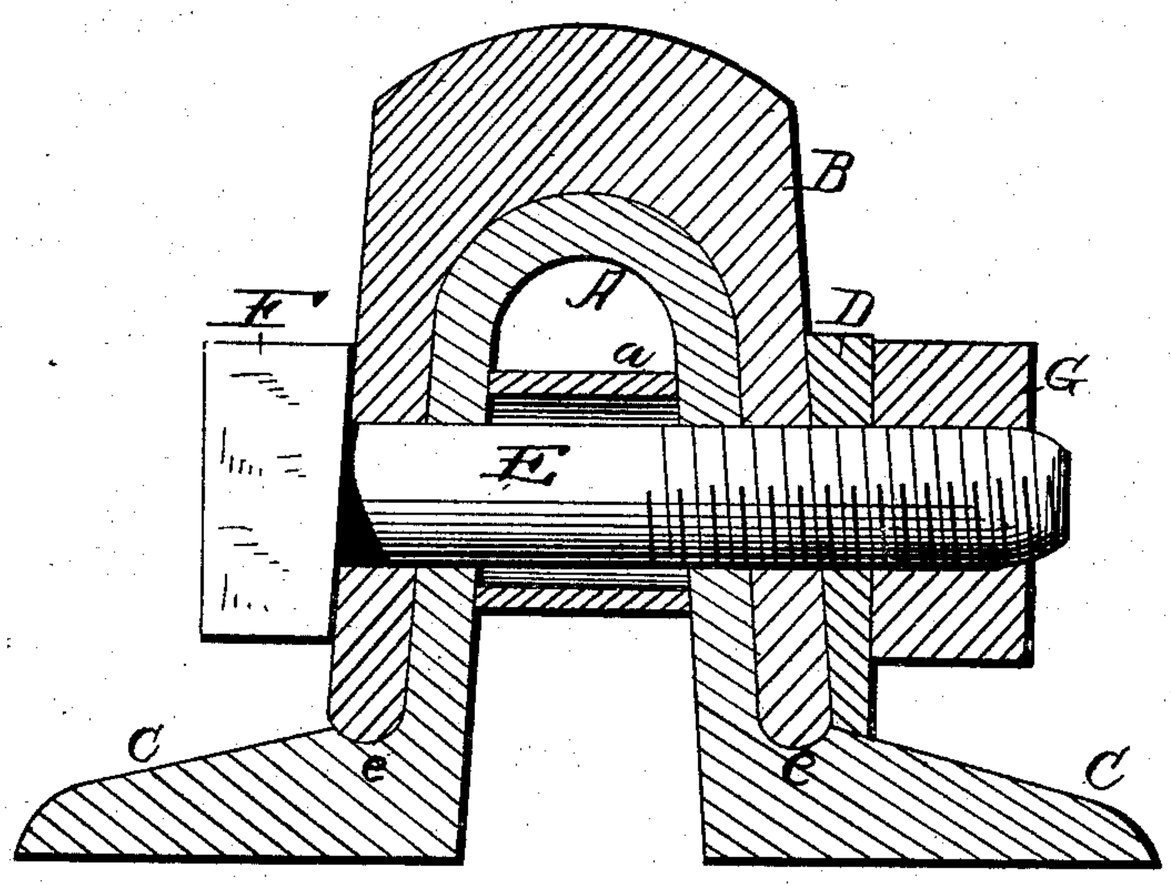


Fig. 2.



Witnesses:
Franck L. Ouraud
H. Aubrey Toutmin

Inventor:
A. McKenney.
By Alexander Mabon
Atty

UNITED STATES PATENT OFFICE.

ALMERON McKENNEY, OF CHICAGO, ILLINOIS.

NUT-LOCK AND BOLT.

SPECIFICATION forming part of Letters Patent No. 241,394, dated May 10, 1881.

Application filed October 15, 1880. (No model.)

To all whom it may concern:

Be it known that I, ALMERON McKENNEY, of Chicago, in the county of Cook, and in the State of Illinois, have invented certain new and useful Improvements in Nut-Locks and Bolts; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of those parts of a duplex railroad-rail which serve to bind and hold them securely together, as will be hereinafter more fully set forth.

To enable those skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

In the annexed drawings, making part of this specification, Figure 1 represents a perspective, and Fig. 2 a cross-section, of my invention.

In the figures, A and B represent the two rails, one being an inside and the other an outside rail. The inside rail is hollow, its top being semicircular, its two sides slanting or diverging slightly outward, and formed at their lower ends with the base-pieces or flanges C C. The base-pieces C C are formed at their intersection with the side pieces with semicircular grooves, in which the lower ends of the side pieces of the cap-rail rest.

B represents the top or cap rail, which is oval on its top, and which has two legs or side pieces, the bottoms of which rest as before stated. The form of the inner surface of this rail is made to conform to the exterior of the rail A. The two rails are provided with openings, through which bolts E pass to secure them together. The bolts E are provided with heads F, beveled on their inner or contact sides, as represented, which prevent the bolts, when in place, from turning.

D represents a wedge, which is provided with a suitable hole, and which slips over the threaded end of the bolt.

G represents the nut, which is made in the usual manner.

a represents a tube, made either of wood or metal, which has beveled ends, and through which the bolt passes. This tube is placed in the space between the sides of the inner rail, and serves to prevent the rails from being sprung too close together, and for allowing sufficient spring to prevent the nut from turning. When the bolts are put through the rails and through the tube and are firmly bound together by the nut, it will be seen that the nut will have a flat bearing against the wedge, and will be prevented from turning, not only by its bearing, but by the spring of the rail or the tendency of the rails to spring outward. By this arrangement I make rails which will be perfectly secure, when bound together, in their parts, and which can be easily renewed by changing the top rail, when necessary.

What I claim as new, and desire to secure by Letters Patent, is—

1. The bevel-ended tube *a*, in combination with the hollow rail A, as and for the purpose specified.

2. The bolt E, having a beveled inner-faced head, in combination with the wedge D and nut G, as herein described.

3. The two rails A and B, constructed as described, in combination with bolt E, pipe *a*, wedge D, and nut G, substantially as and for the purpose set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 6th day of October, 1880.

ALMERON McKENNEY.

Witnesses:
P. C. DYRENFORTH,
WM. S. BREWSTER.