

(No Model.)

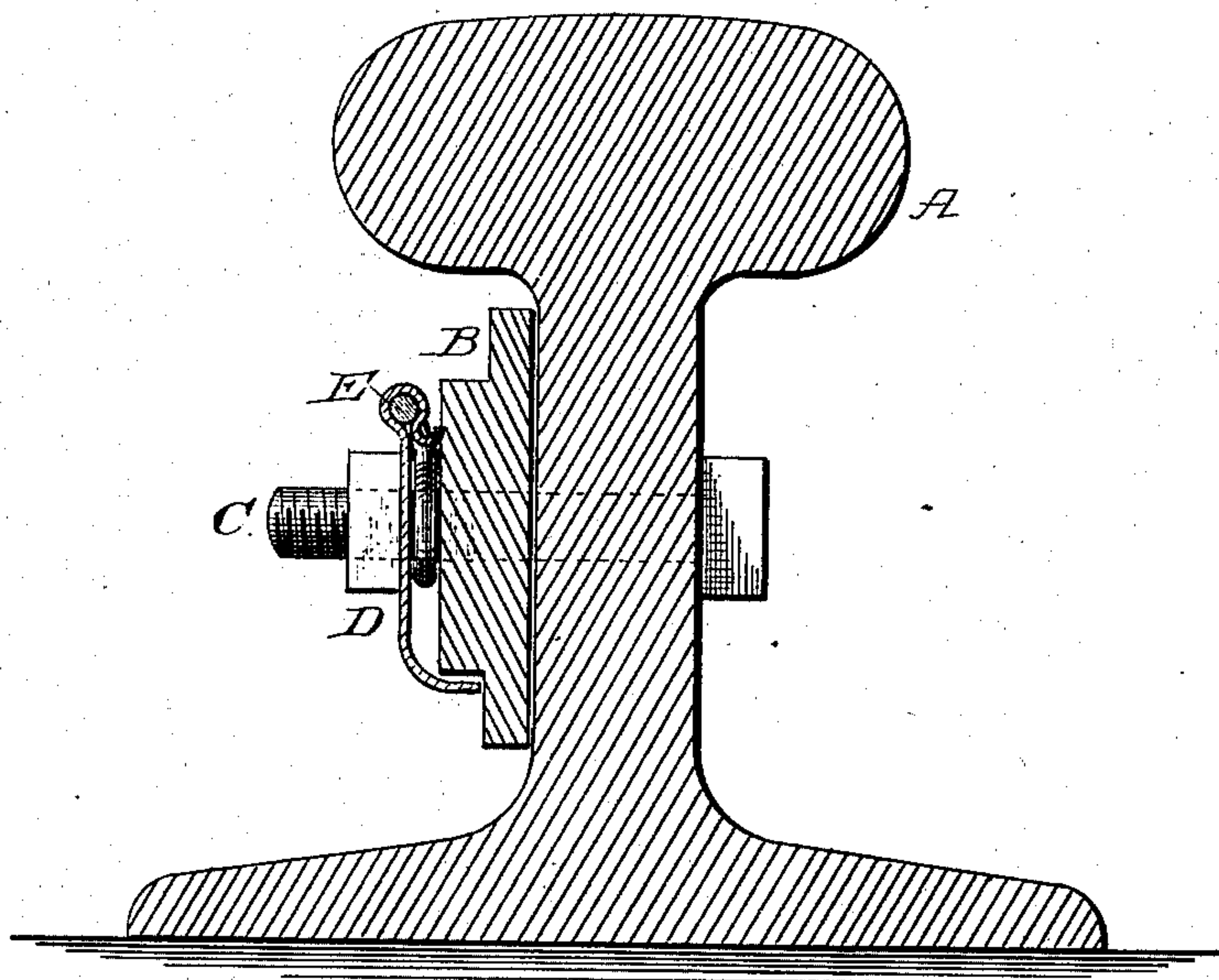
S. GISSINGER.

NUT LOCK.

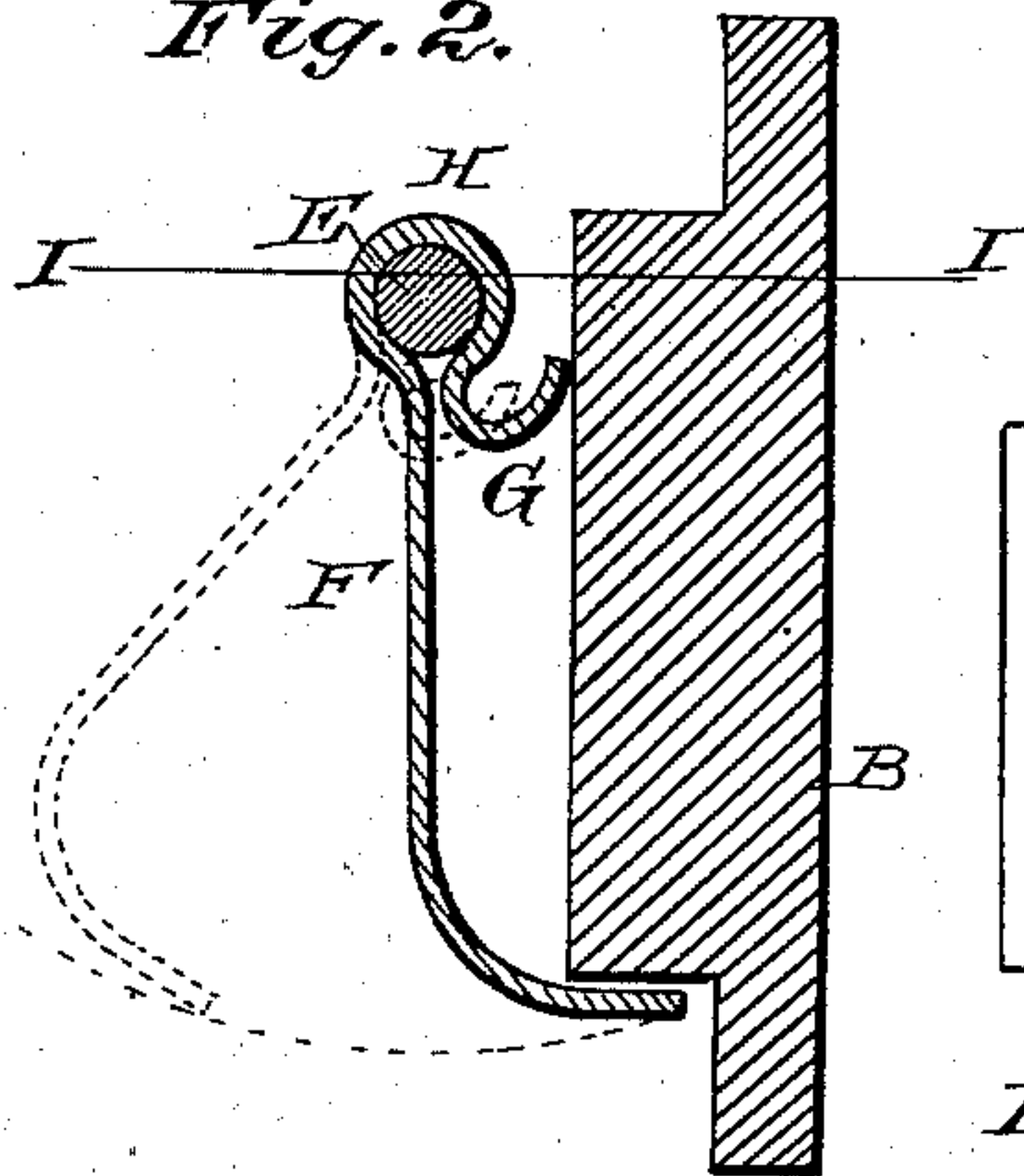
No. 255,780.

Patented Apr. 4, 1882.

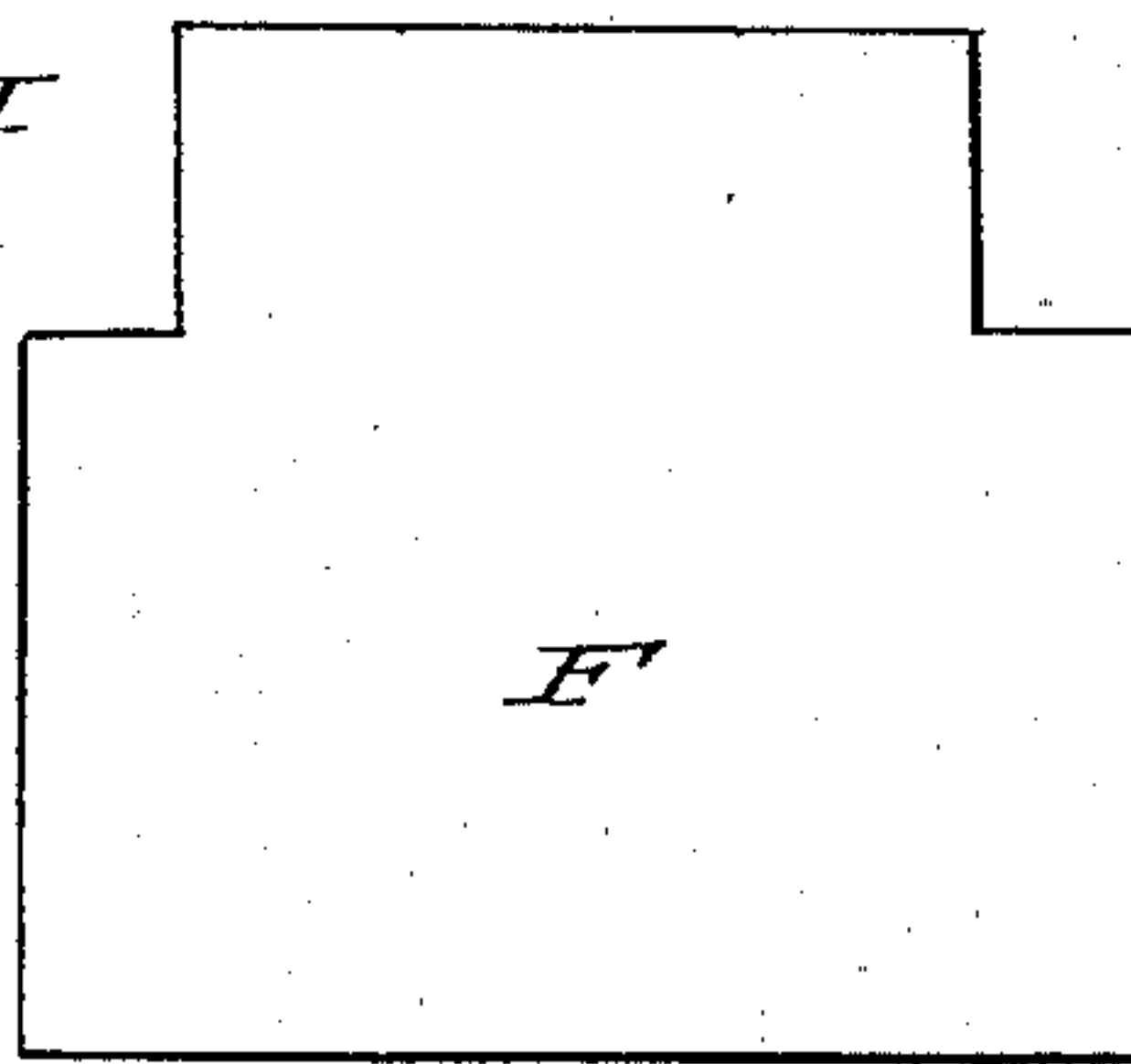
*Fig. 1.*



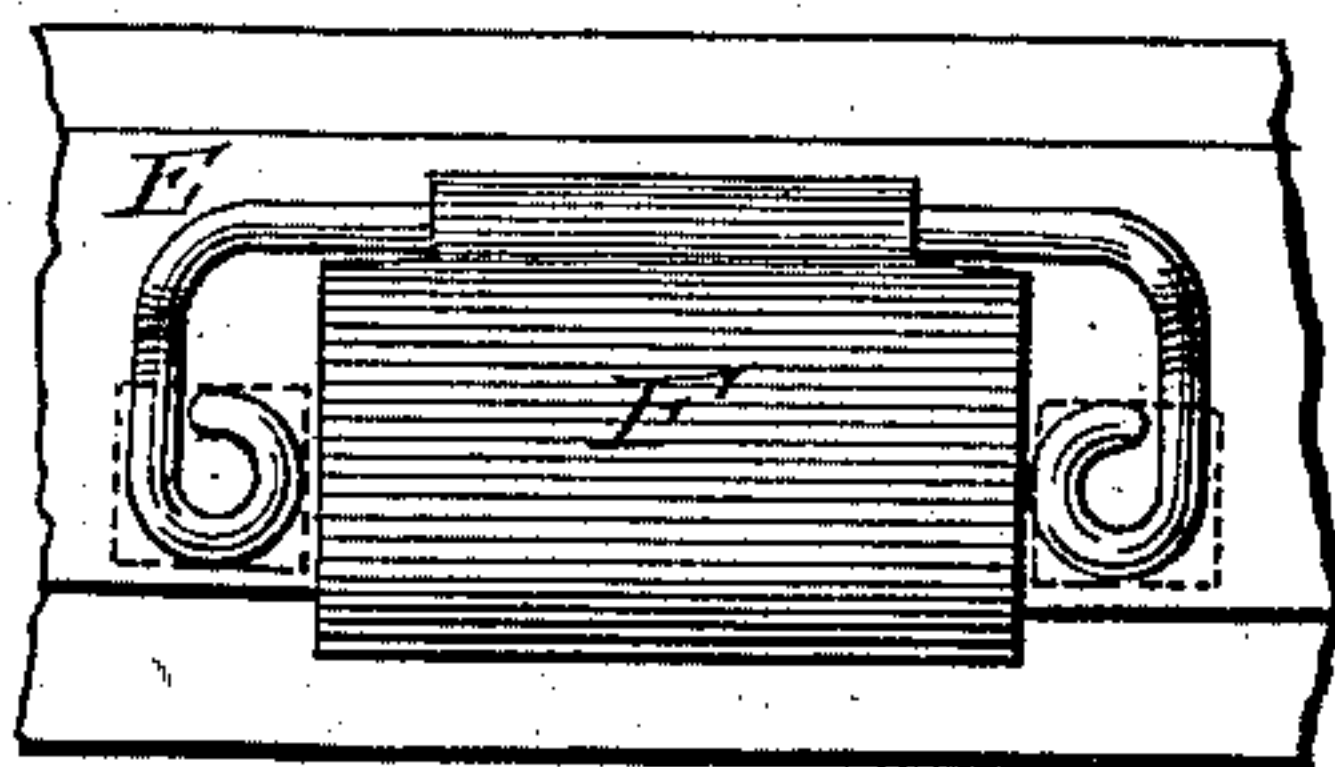
*Fig. 2.*



*Fig. 4.*



*Fig. 3.*



WITNESSES

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# UNITED STATES PATENT OFFICE.

SAMUEL GISSINGER, OF PITTSBURG, PENNSYLVANIA.

## NUT-LOCK.

SPECIFICATION forming part of Letters Patent No. 255,780, dated April 4, 1882.

Application filed February 7, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, SAMUEL GISSINGER, of Pittsburgh, in the county of Allegheny and State of Pennsylvania, have invented a certain new and useful Improvement in Nut-Locks; 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.

My invention relates to an improvement in nut-locks; and it consists of a hinged spring holding-plate for locking the nuts on the bolts of the fish plate or bar, the pintle of said hinge being connected to two of said bolts, all of which will hereinafter more fully and at large appear.

To enable others skilled in the art with which my invention is most nearly connected to make and use the same, I will proceed to describe its construction and operation.

In the accompanying drawings, which form part of my specification, Figure 1 is a vertical and transverse section of a rail for railways, fish-bar, and hinged spring holding-plate; Fig. 2 is a transverse section of a fish-bar, hinged spring holding-plate, and its pintle. Fig. 3 is a face view of the fish-bar, hinged spring holding-plate, and its pintle. Fig. 4 is a face view of a blank for forming the locking-plate.

Reference being had to the accompanying drawings, A represents the rail for railways; B, the fish-bar for coupling rails together; C, the bolt, and D the nut for attaching the fish-bar to the rails. To two of the bolts C is attached a rod, E, in the manner indicated in Fig. 3—that is to say, bending each end of the rod around the bolts and slightly bending the rod outwardly from the fish-bar, as indicated in the accompanying drawings.

The blank in Fig. 4 is formed from sheet-

steel or semi-steel or other sheet metal having elasticity, and is bent into the form indicated in Figs. 1 and 2, so as to form the locking-plate F and spring G, with the knuckle H, for forming the hinge, in combination with the pintle E.

I am aware that hinged plates have been used in connection with fish-bars for locking the nuts upon the bolts; but such hinged plates have been found objectionable, which is due to the fact that the jarring action of the cars upon the rails very frequently displaces said plates, and thus allowing the nuts on the bolts to be jarred off.

By constructing the locking-plate as hereinbefore described, and providing it with the hinge G, said plate will be held firmly in its proper position between the nuts with sufficient force to prevent any displacement of it, and yet can be readily turned out, as indicated by the dotted lines in Fig. 2, when necessary so to do, for the removal of the nuts off of the bolts. The line of force of the spring G upon the knuckle H is above the axis of the pintle, as indicated by the line I, and therefore it will require considerable force to turn the hinged locking-plate F out, as shown by said dotted lines, and it will be impossible for any jarring of the rails to displace said plate.

Having thus described my improvement, what I claim is—

The locking-plate F, having spring G, and hinged on the rod or pintle E, in combination with the fish-bar B, bolt or bolts C, and nut or nuts D, substantially as herein described, and for the purpose set forth.

SAMUEL GISSINGER.

Witnesses:

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