

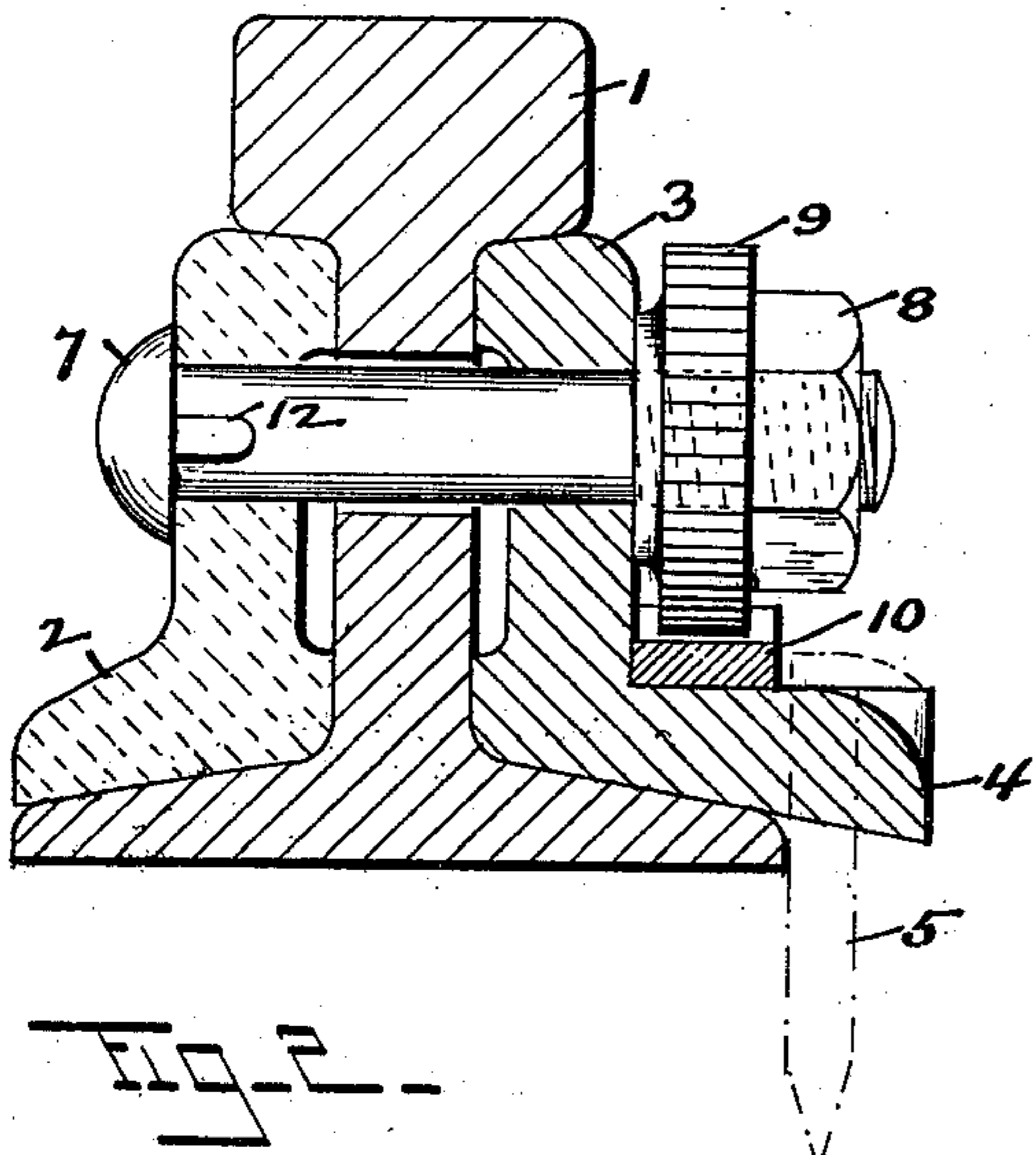
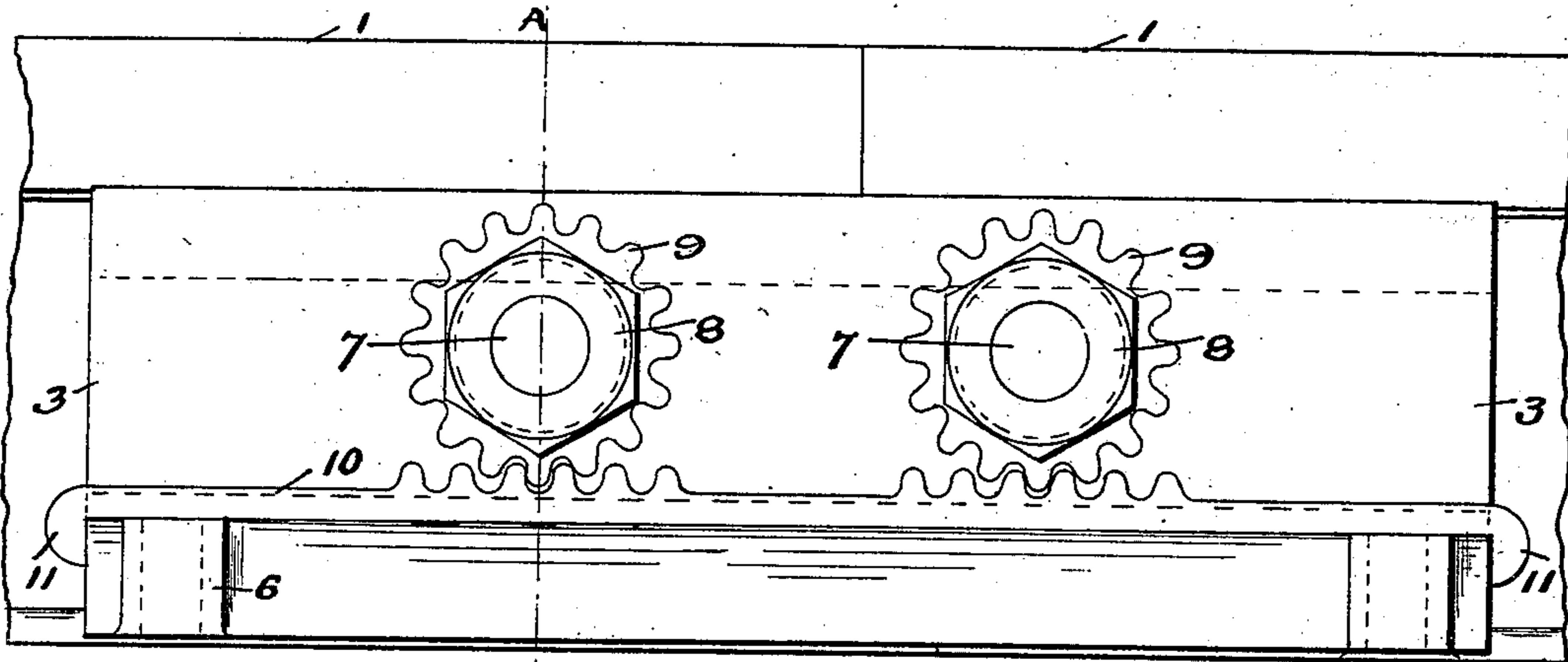
No. 661,060.

Patented Nov. 6, 1900.

J. E. LENHULT.
NUT LOCKING DEVICE.

(Application filed Jan. 30, 1900.)

(No Model.)



Witnesses.

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UNITED STATES PATENT OFFICE.

JOHN E. LENHULT, OF LEETES ISLAND, CONNECTICUT, ASSIGNOR OF ONE-HALF TO JOSEPH MATTSON, OF BRANFORD, CONNECTICUT.

NUT-LOCKING DEVICE.

SPECIFICATION forming part of Letters Patent No. 661,060, dated November 6, 1900.

Application filed January 30, 1900. Serial No. 3,292. (No model.)

To all whom it may concern:

Be it known that I, JOHN E. LENHULT, a citizen of the United States, residing at Leetes Island, in the county of New Haven and State of Connecticut, have invented certain new and useful Improvements in Nut-Locking Devices, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to a nut-locking device, and more particularly to devices for preventing the unloosening of the tie-bolts nuts of a rail-bond.

It is the object of my invention to construct a device of this character which will be of simple design and that can be manufactured at the minimum cost and readily assembled.

To these ends my invention consists of a nut-locking device having certain details of construction hereinafter described, and more particularly pointed out in the claim.

Referring to the drawings, in which like numerals designate like parts in both views, Figure 1 is a side elevation of a rail-bond with my improved nut-locking device attached thereto. Fig. 2 is a cross-section thereof upon line A B of Fig. 1.

The numeral 1 designates the rails, and 2 3 the tie-plates, the tie-plate 3 having a laterally-projecting foot portion 4, through which the spikes 5 are driven, and the lugs or bosses 6 being provided to strengthen the parts adjoining the spike-hole. The tie-plates are held together by tie-bolts 7 7, which project through both plates and a hole in the web of the rail and upon which are threaded the nuts 8, provided with a circular portion 9, around which are cut gear-teeth. Resting upon the foot 4 is a locking-bar 10, having one or more rack portions, the teeth of which mesh into the teeth upon the nut 8, and upon either end of said locking-bar is a downwardly-projecting lip 11 11, which overhangs the ends of the foot 4 upon the tie-plate 3. After the

tie-plates and tie-bolts are in position and the nuts tightened upon the bolts the locking-bar 10 is placed upon the foot 4 and pushed in, so that its inner face abuts against the vertical outer face of the tie-plate 3, in which position the teeth upon said locking-bar mesh into the teeth upon the nuts 8. The nuts 8 cannot be now rotated or moved in either direction, as the lips 11 11, which engage with the foot 4, prevent the movement of the locking-bar longitudinally. After the locking-bar is home the spikes are driven down through the foot 4, and the spike-heads then prevent the lateral displacement of said locking-bar. The bolts 7 are prevented from rotating within the tie-plate by any preferred means, the form I have shown in my drawings being one or more ears 12 upon the side of the bolt which engage with recesses in the tie-plate.

It is apparent that by this device I secure a cheap and effective means for preventing the unloosening of the rail-bond nuts.

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

In a device of the character described in combination with the tie-plate 3 having a base portion 4; of the tie-bolts 7; nuts 8 threaded upon said tie-bolt and having gear-teeth around the outside thereof; and a locking-bar 10 engaging with the teeth upon the said nuts and provided with downwardly-projecting lips 11 11 at either end which engage with the opposite ends of the base 4, all constructed and operating substantially as described.

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

JOHN E. LENHULT.

Witnesses:

GEORGE E. HALL,
WALLACE S. MOYLE.