No. 794,127. PATENTED JULY 4, 1905.

C. E. SLAYTON & D. L. ZELLNER.

NUT LOCK.

APPLICATION FILED APR. 14, 1905.

2 SHEETS—SHEET 1.

Fig. 1.

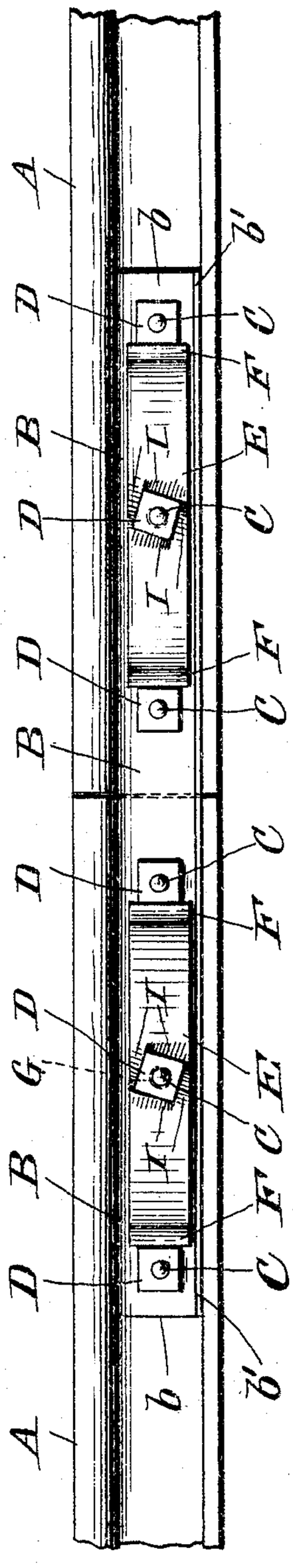
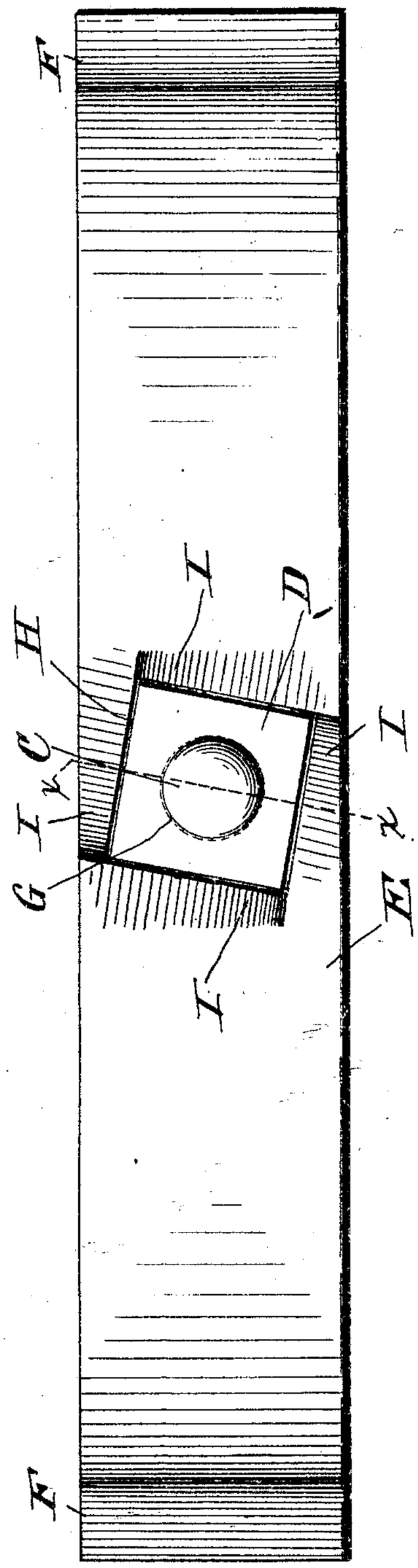


Fig. 2.



Witnesses

Jas. A. Blackwood

Miles Crawford

Inventors

Charles E. Slayton

Daniel L. Zellner

By James K. Polk

Attorney

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2 SHEETS—SHEET 2.

Fig. 4.

Fig. 3.

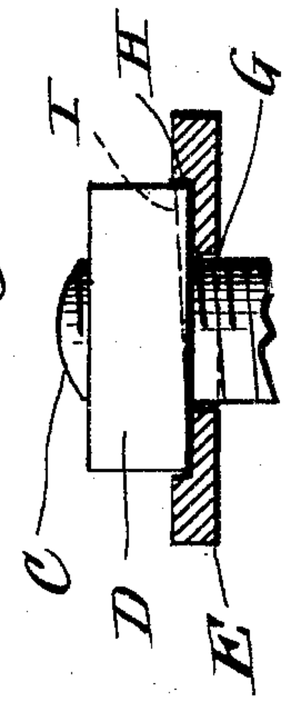
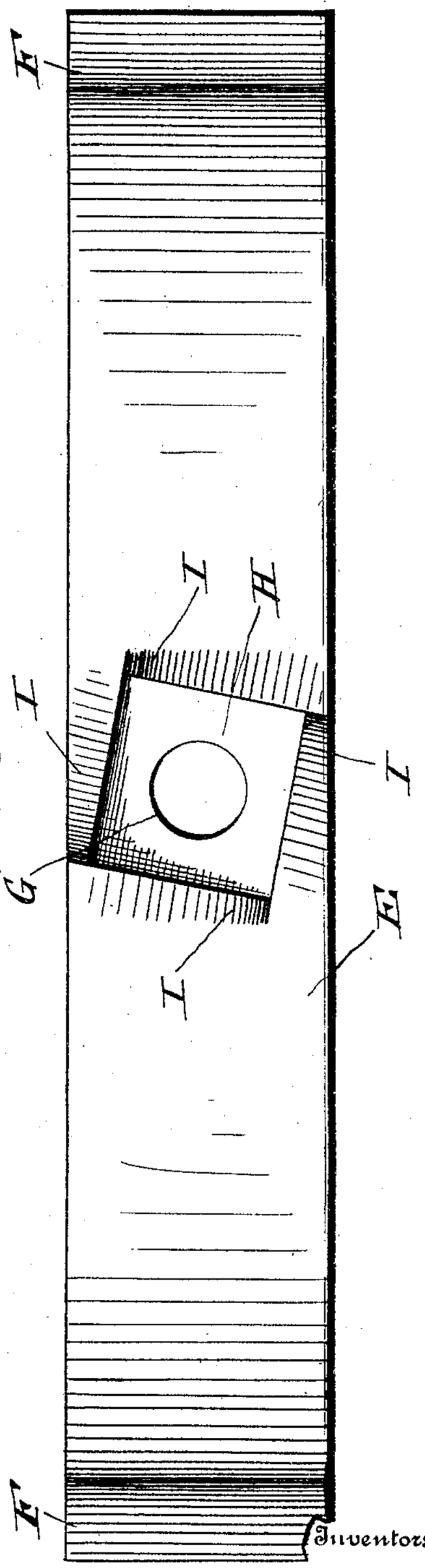


Fig. 5.



Witnesses

Jas. H. Blackwood

Jno. E. Crawford

By

Inventors:

Charles E. Slayton,

Daniel L. Zellner

James K. Polk

Attorney

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UNITED STATES PATENT OFFICE.

CHARLES E. SLAYTON AND DANIEL L. ZELLNER, OF ROSSER, TEXAS.

NUT-LOCK.

SPECIFICATION forming part of Letters Patent No. 794,127, dated July 4, 1905.

Application filed April 14, 1905. Serial No. 255,551.

To all whom it may concern:

Be it known that we, CHARLES E. SLAYTON and DANIEL L. ZELLNER, citizens of the United States, residing at Rosser, in the county of Kaufman and State of Texas, have invented certain new and useful Improvements in Nut-Locks, of which the following is a specification.

Our invention relates to nut-locks for use in locking the nuts used in securing fish-plates to railway-rails, and has for its object the provision of a lock that is simple in construction and easy to apply, that will effectually hold three nuts locked at one time, and that may be quickly unlocked when it is desired to remove the fish-plate.

Our invention consists, essentially, of a plate of metal having its middle portion bent outwardly and with a central hole to receive one of the bolts and with a central depression to receive the nut, the edges of the depression having a ratchet-face, so that the nut may be tightened on the bolt, but will prevent the nut becoming unfastened. The plate is also made of such a length that its ends engage the sides of the nuts on each side of the bolt over which the central hole fits and when in position serves to prevent said nuts from unscrewing.

Our invention also contemplates the employment of a fish-plate having an angular portion to seat on the base-flanges of the rail, though the ordinary construction of fish-plate may be used with our improved construction of nut-lock, if desired.

The construction and advantages of our invention will be described in detail hereinafter, and illustrated in the accompanying drawings, in which—

Figure 1 is a side view in elevation of the meeting ends of two rails with the fish-plate in position and showing our improved nut-lock in position; Fig. 2, a top plan view of one of the nut-locking plates, showing a nut applied thereto, and Fig. 3 a cross-section detail view of one of the nut-locking plates on the line *x x* of Fig. 2; Fig. 4, a side view of one of the nut-locking plates, and Fig. 5 a top plan view of one of the nut-locking plates with the nut and bolt removed.

In the drawings similar reference characters indicate corresponding parts throughout the several views.

A represents the rail, which is of the ordinary T-rail type, and B the fish-plate, having the vertical portion *b* to fit the side of the rail-web and the angular portion *b'* to rest on the base of the rail. This construction of fish-plate has all the advantages of a joint-chair, in that it prevents vertical vibration of the ends of the rails without the expensive construction of the chairs.

C represents the bolts, which are passed through holes in the rail-web and the vertical portion *b* of the fish-plate, and D the nuts for securing the ends of the bolts.

As it has been the experience of railroad operators that the nuts on the bolts become loosened by the vibration of passing trains, necessitating constant watching of the rail-joints to prevent them becoming dangerously loosened, we have provided a lock for the nuts consisting of a slightly-bent plate E, having enlargements F on each end to bear against the sides of two of the nuts D and with a central hole G to receive the bolt intermediate the nuts held by the ends of the plate, with a rectangular depression H surrounding said central hole G, having each side of the depression formed with a beveled surface, as shown at I, so that the nut may be screwed upon the bolt, but will be prevented from unscrewing unless the plate E be sprung away from the nut, so that its sides do not strike the higher portions of the beveled surfaces I.

Having thus described our invention, what we claim is—

1. In combination with the fish-plate for securing the ends of railway-rails, and the bolts and nuts for securing it in position, a plate having a central hole to receive one of said bolts, and a depression surrounding said hole of the same size and shape as the nut on the bolt to receive said nut, said depression having its edge formed with beveled surfaces, the ends of said plate adapted to engage the sides of the nuts on each side of the bolt passed through said central hole, substantially as shown and described.

2. In combination with the fish-plate for

securing the ends of railway-rails, and the bolts and nuts for securing it in position, a bow-shaped plate having a central hole to receive one of said bolts and lugs on each end, and a square depression surrounding said hole to receive the nut on the bolt, said depression having its edges formed with beveled surfaces to engage the sides of the nut and prevent it unscrewing, the ends of said plate adapted to engage the sides of the nuts on each side of the bolt passed through said central hole, substantially as shown and described.

In witness whereof we have hereunto set our hands in presence of two subscribing witnesses.

CHARLES E. SLAYTON.
DANIEL L. ZELLNER.

Witnesses:
JOHN D. REED,
CHARLES B. SLAUGHTER.