

W. O. STEPHENSON.

Car-Chocks for Railroad-Rails.

No. 136,625.

Patented March 11, 1873.

Fig. 1

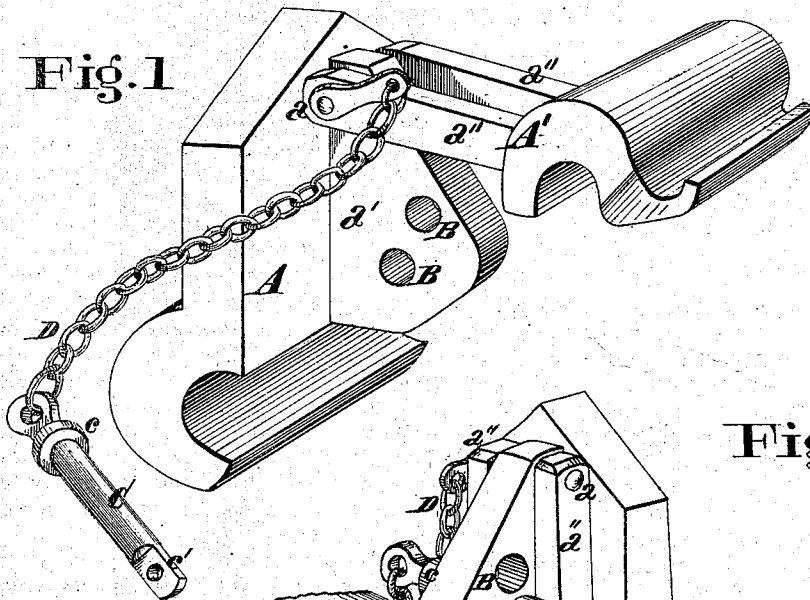
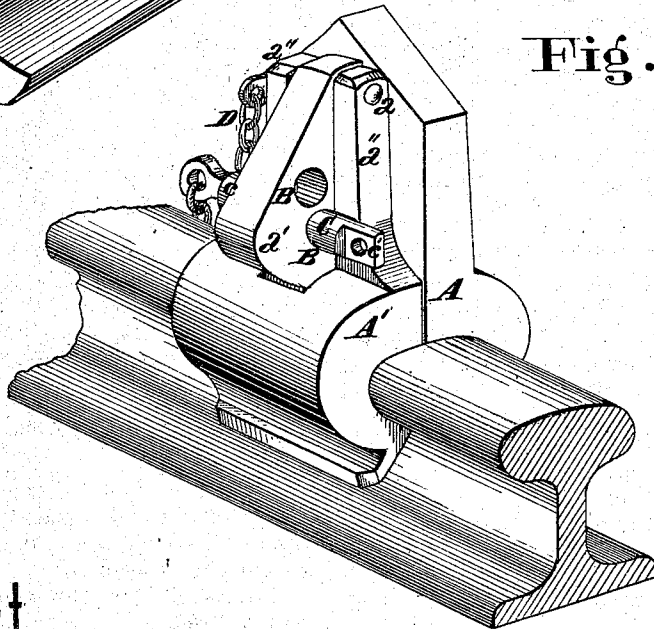


Fig. 2



Attest

Wm. Hunter

D. Thew Noyes

Inventor

William O. Stephenson

UNITED STATES PATENT OFFICE.

WILLIAM O. STEPHENSON, OF MARION COUNTY, INDIANA, ASSIGNOR TO HIMSELF, HENRY C. LORD, AND DILLARD RICKETTS.

IMPROVEMENT IN CAR-CHOCKS FOR RAILROAD RAILS.

Specification forming part of Letters Patent No. 136,625, dated March 11, 1873.

To all whom it may concern:

Be it known that I, WILLIAM O. STEPHENSON, of Marion county, State of Indiana, have invented a certain new and useful Improvement in Car-Chocks for Railroad Rails, of which the following is a specification:

Nature and Objects of Invention.

My invention consists of a clamping-chock adapted to embrace one of the rails of the railroad track, of such construction that when attached to the rail it shall act as a chock to prevent cars from being blown or pushed by malicious persons off side tracks and for similar uses, being also of such construction that when adjusted to the rail by the properly-authorized employee or officer of the road it shall retain its place against any attempt of meddling or malicious persons to remove it therefrom.

Description of the Accompanying Drawing.

Figure 1 is a perspective view of my "chock" in the open or expanded position, ready for attachment to the rail. Fig. 2 is a perspective view of the same when closed and attached in proper position to one of the rails of the tracks.

General Description.

The chock is composed principally of two jaws, A A', hinged together at the top at *a*, and so formed at the bottom that when closed a space will be left between the two jaws corresponding with the form of the rail to which the chock is to be applied. The jaw A has a web, *a'*, which forms a suitable projection for the hinge *a* and also acts as a guide for the other jaw to move upon. This web also serves as a projection through which the locking-pin is inserted. The jaw A' has two arms, *a'' a''*, between which the web *a'* is located.

The hinge-pin *a* passes through the upper end of these arms, as shown. Holes B, varying in radial distance from the pin *a*, and also varying in distance from the face of the arms *a'' a''* when the chock is closed, are provided in the projecting web *a*, through which the locking-pin C may be inserted. By changing this pin from one to the other of the holes B the jaws A A' may be made to embrace rails of varying sizes, or to embrace the same rail more or less snugly. The pin C has a head, *c*, formed upon it to prevent its being inserted too far, and is provided with an aperture, *c'*, for the attachment of a common lock, so that when the pin C is in place and the lock attached and locked the chock cannot be removed from the rail except by the person having charge of the key.

The pin C may be connected to one of the jaws A A' by chain D to prevent its being mislaid or lost.

The chock is designed to be used upon side tracks of railroads, principally to prevent cars upon such tracks from being blown or maliciously run out upon the main track, but it is obvious that it may be applied to rails for other uses.

Claim.

I claim—

A chock for rails composed of hinged jaws A A' *a* B and locking-pin C *c c'*, connected and operating substantially in the manner and for the purpose specified.

In testimony of which invention I hereunto set my hand.

WILLIAM O. STEPHENSON.

Witnesses:

R. O. HAWKINS,
CHAS W. SMITH.