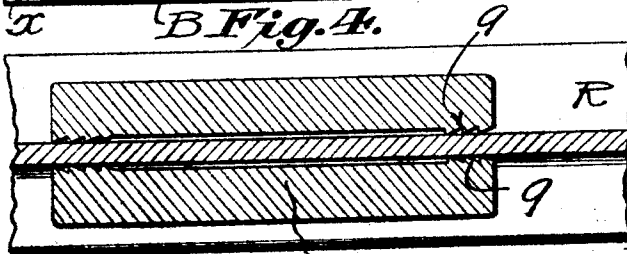
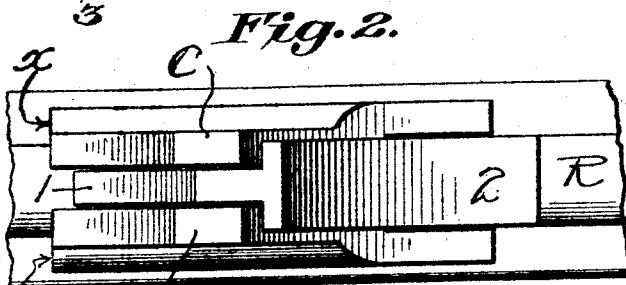
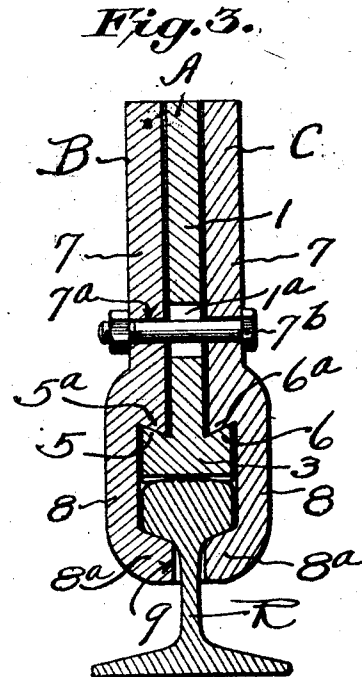
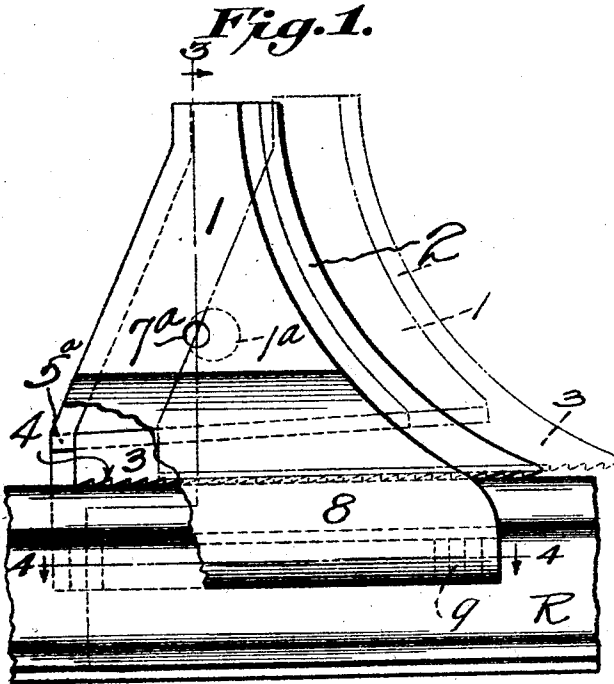


Nov. 3, 1925.

1,559,965

P. J. JESSIP
AUTOMATIC SAFETY BUMPER

Filed July 28, 1925



WITNESSES:-

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UNITED STATES PATENT OFFICE..

PERRY JASPER JESSIP, OF ATCHISON, KANSAS.

AUTOMATIC SAFETY BUMPER.

Application filed July 28, 1925. Serial No. 46,614.

To all whom it may concern:

Be it known that I, PERRY JASPER JESSIP, citizen of the United States, residing at Atchison, in the county of Atchison and State of Kansas, have invented certain new and useful Improvements in Automatic Safety Bumpers, of which the following is a specification.

This invention relates to safety bumpers for use upon railway rails, and functions as an automatic chock device to rigidly grip the rail when engaged by a car wheel.

In its general aspect the present invention represents a carrying forward of the invention shown and described in the patent to Jessip and Nooner No. 1,529,794 dated March 17, 1925, but a more specific phase thereof is to provide a safety bumper of the type set forth in the patent referred to which is constructed more particularly with a view to meeting practical manufacturing as well as service conditions by eliminating and reducing the number of parts, thereby providing a more economical device to manufacture as well as one easier to assemble and install.

A further object of the invention is to provide a simple, and substantial construction which will reliably function under the pressure of a car wheel but which may be readily released by a hammer or mallet blow applied to the proper point when it is desired to remove the bumper from the track.

With the above and other objects in view which will more readily appear as the nature of the invention is better understood, the same consists in the novel construction, combination and arrangement of parts hereafter more fully described, illustrated and claimed.

A preferred and practical embodiment of the invention is shown in the accompanying drawings, in which:

Figure 1 is a side elevation of the improved construction.

Fig. 2 is a top plan view thereof.

Fig. 3 is a vertical sectional view taken on the line 3—3 of Figure 1.

Fig. 4 is a horizontal sectional view taken on the line 4—4 of Figure 1.

Similar reference characters designate corresponding parts throughout the several figures of the drawings.

As will be observed from the drawings, the present device includes in its organization a primary wedge plate A and the co-

operating side plates B and C, the latter serving to position and set the device upon the rail R, and the primary wedge plate A serving to lock the side plates as well as its own gripping portion to the rail when engaged by a car wheel.

The primary wedge plate A preferably comprises an upright platelike body 1 having a curved abutment flange portion 2 while the lower end thereof is provided with a rail-tread engaging head 3 preferably provided with the serrations 4. The said tread engaging head 3 is provided on its upper side with the oppositely inclined relatively long wedge shoulders 5 and 6 whose top surfaces incline toward the body of the plate thereby to form a dove-tail groove to receive and inter-engage with the cooperating inclined ribs 5^a and 6^a at the inside faces of the side plates B and C.

The said side plates B and C also preferably comprise the plate-like body portions 7 while the lower portions thereof are enlarged as at 8—8 to provide the necessary strength properly to grip the rail-head and web. As will be observed from Figure 3 the said lower portions are formed at the inside with rail-head clearance recesses while the enlarged portions terminate in the web gripping jaws 8^a which take a bearing beneath the rail-head and also against the rail-web. The inside rail-web gripping portions 9 of these members are preferably serrated as indicated, thereby more effectively to grip the rail-web.

For the purpose of facilitating the transportation of the device in a relatively loosely assembled condition the body plate 1 may be provided with a relatively large opening 1^a while the plates 7 may be provided with the openings 7^a to receive a fastening bolt 7^b. This bolt however is only used to hold the parts loosely assembled during transportation or carrying, and does not perform any function in the device when the same is applied to a rail since it is one of the special objects of the device to avoid the use of bolts or other fastenings which not only have a tendency to become lost but frequently shear off or buckle under the weight imposed on the device and are otherwise objectionable from the standpoint of first class railroad maintenance requirements.

When the device is desired for use the side plates B and C are applied to opposite sides of the rail head and the wedge 3 of

the primary element A is slid along the tread of the rail with the dove-tail edge portions of its wedge engaging with the corresponding dove-tail portions of the side plates, whereupon the device becomes initially set in an upright position. When the flange 2 of the plate 1 is engaged by a car wheel, all the parts will be wedged together with great force, thus providing an effective chock for the car wheel.

When it is desired to remove the device from the rail it is only necessary to strike on the plate B or the plate C at the point *x* for example with a sledge hammer or track mallet and the device will again be released from the rail.

The distinctive feature of the present invention resides in the elimination of moving parts and parts likely to be subjected to concentrated wear. In other words, the present construction eliminates the use of bolts and slots which increase the cost of manufacture of the device as well as interfere with its practical use and manipulation. On the other hand the relatively broad and effective bearing surfaces afforded by the inter-engaging elongated wedge portions of the members A, B and C provide a long wearing and effective construction which is a particularly valuable characteristic in railroad requirements.

Without further description it is thought that the features and advantages of the invention will be readily apparent to those skilled in the art, and it will of course be understood that changes in the form, por-

tion and minor details of construction may be resorted to, without departing from the spirit of the invention and scope of the appended claims.

I claim:

1. A chock device for railroad rails comprising a primary intermediate wedge plate and a pair of side plates each having engaging wedge shoulders whereby relative movement of the primary wedge plate with reference to the side plates causes the entire device to rigidly grip the head and web of the rail.

2. A chock device for use on railroad rails comprising a primary intermediate wedge plate having a rail tread engaging head provided with opposite inclined shoulders inclined longitudinally and also inclined inwardly toward the web thereby to provide a dove-tail angle, and side plates having means for engaging the underside of the rail head and the rail web, and also having dove-tail ribs cooperating with said shoulders of the primary wedge element.

3. A chock device for use on railroad rails comprising a primary intermediate wedge element and side clamping plates having means for engaging the underside of the rail head and the web, and relatively elongated inter-engaging wedge surfaces carried by the said primary wedge element and the side plates.

In testimony whereof I hereunto affix my signature.

PERRY JASPER JESSIP.