

No. 702,180

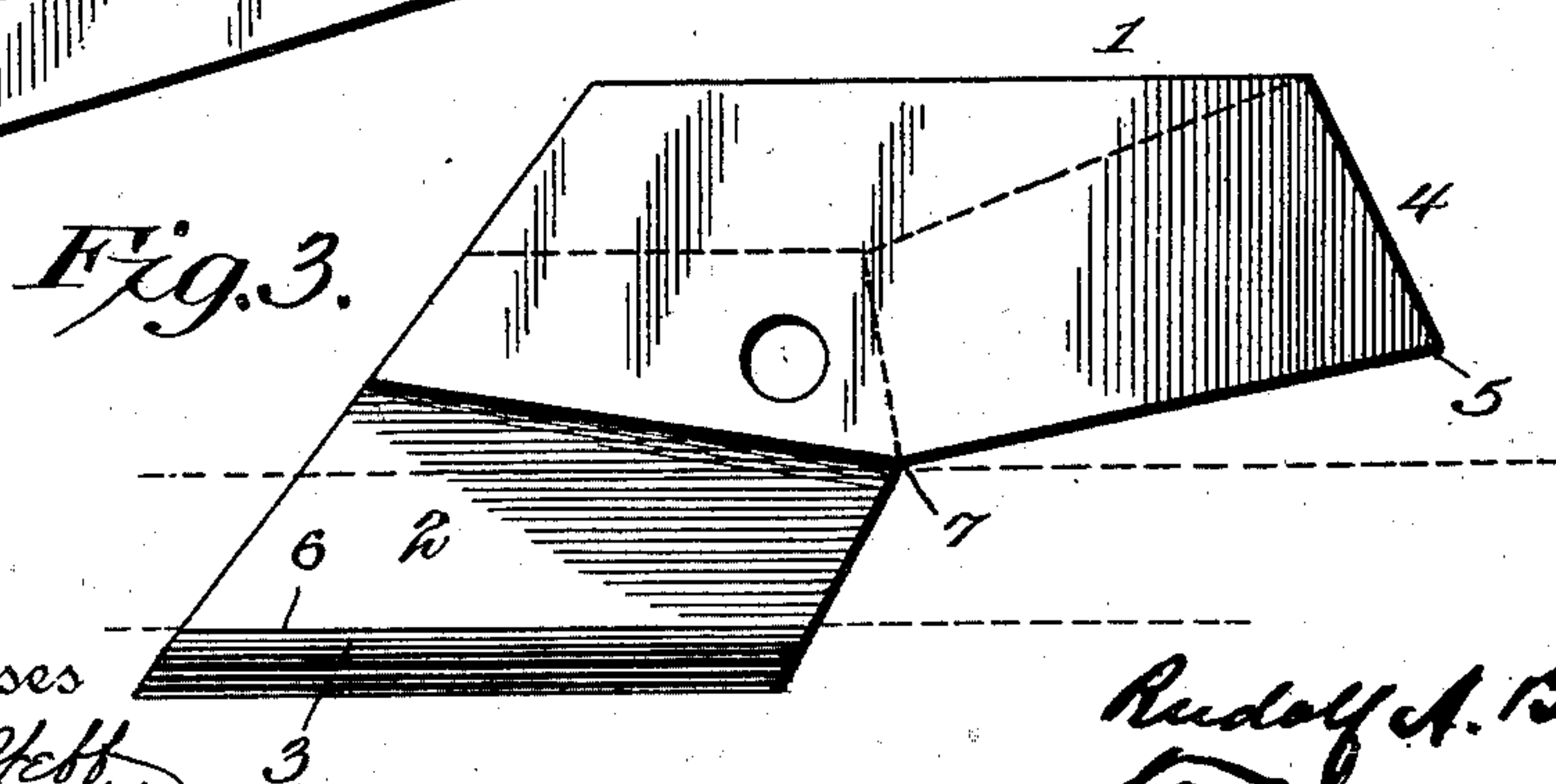
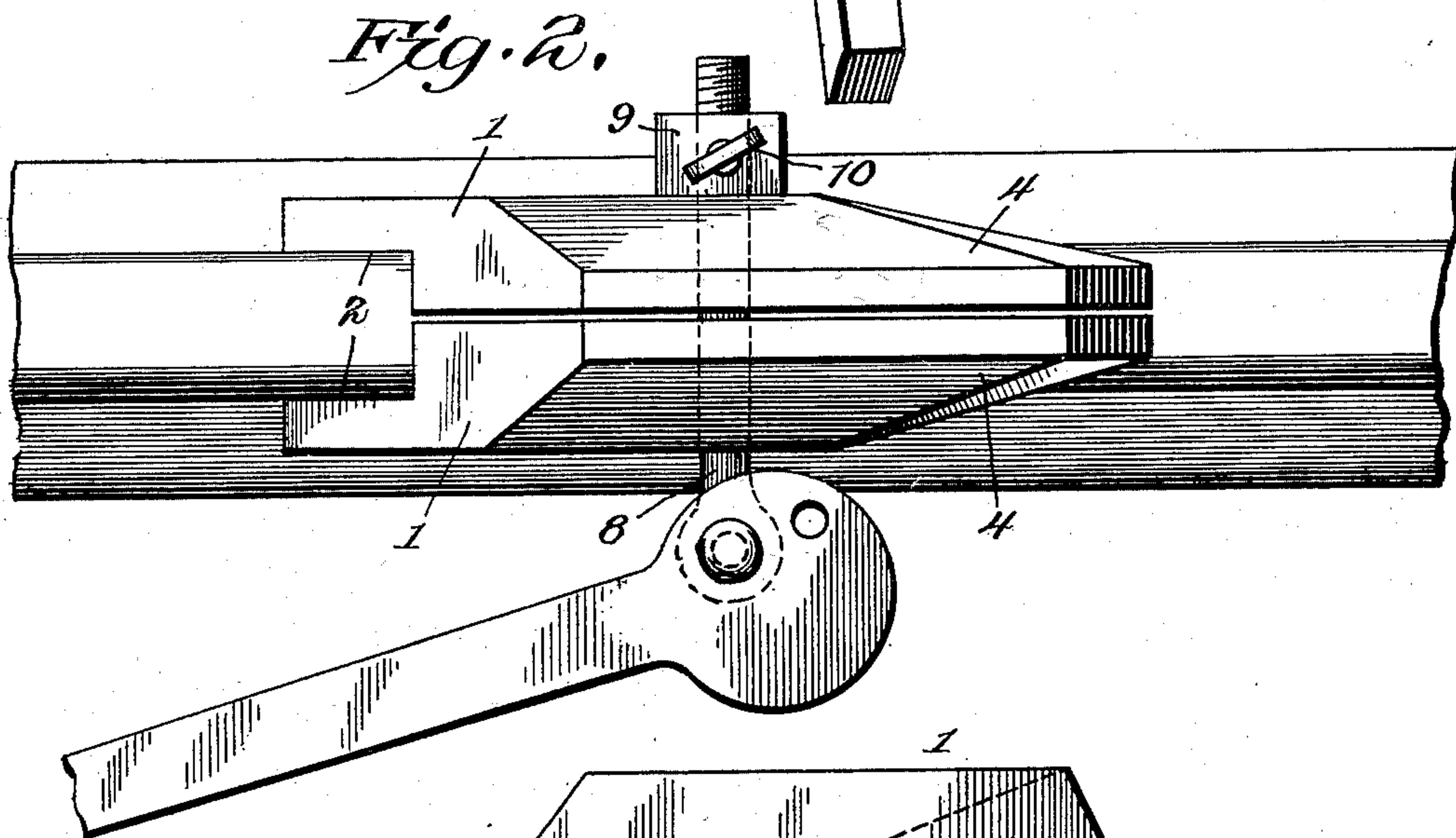
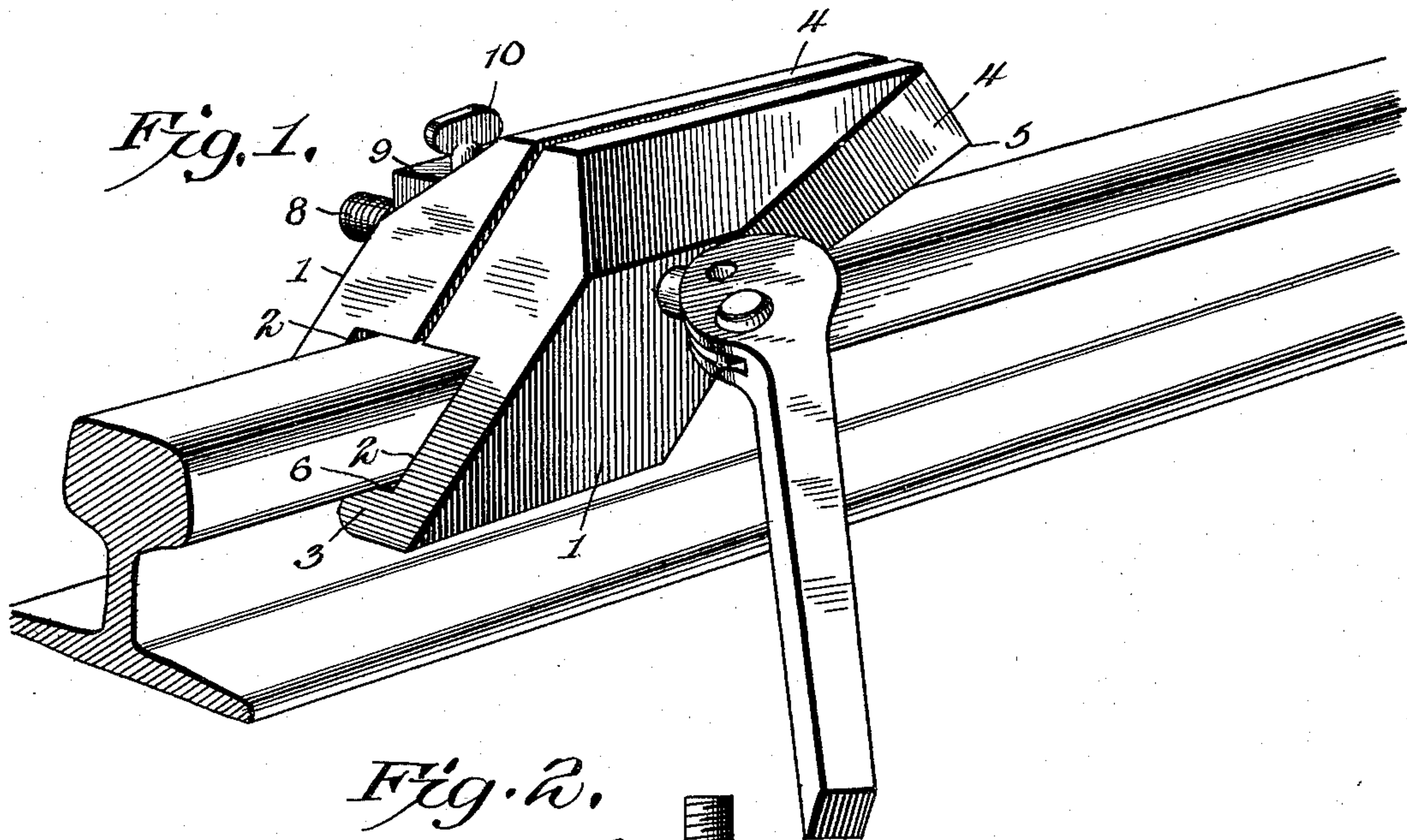
Patented June 10, 1902.

R. A. BOCKHOOP.

CHOCK.

(Application filed Feb. 8, 1902.)

(No Model.)



Witnesses

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UNITED STATES PATENT OFFICE.

RUDOLF A. BOCKHOOP, OF LEXINGTON, KENTUCKY.

CHOCK.

SPECIFICATION forming part of Letters Patent No. 702,180, dated June 10, 1902.

Application filed February 8, 1902. Serial No. 93,209. (No model.)

To all whom it may concern:

Be it known that I, RUDOLF A. BOCKHOOP, a citizen of the United States of America, residing at Lexington, in the county of Fayette and State of Kentucky, have invented certain new and useful Improvements in Chocks, of which the following is a specification.

This invention relates to chocks for use on track-rails to prevent movement of car should the brakes be inadvertently released.

The object of the invention is to produce a chock which is readily attached in place on the rail and which may be speedily removed.

Furthermore, the object of the invention is to produce a chock which will have a gripping action on the rail, caused by the contact of the car-wheel with the nose of the chock.

Furthermore, the object of the invention is to produce a chock which will possess advantages in points of simplicity, efficiency, and durability, proving at the same time comparatively inexpensive to produce and sustain.

With the foregoing and other objects in view the invention consists in details of construction and in the arrangement and combination of parts to be hereinafter more fully set forth and claimed.

In describing the invention in detail reference will be had to the accompanying drawings, forming part of this specification, wherein like characters denote corresponding parts in the several views, and in which—

Figure 1 is a view in perspective of a chock embodying the invention applied to a rail. Fig. 2 is a plan view thereof. Fig. 3 is an inside face view of one section of the chock.

In the drawings, 1 denotes the sections of the chock which are attached to the rail. Each section has a recess 2 to receive the rail-head, and shoulder 3, which fits under the head. The heel end of the section is designed to clutch the under surface of the rail-head.

The nose 4 of each section of the chock has a tapered under surface from the point 5, and when the wheel of a locomotive or car contacts with the nose the clutch will be depressed and cause the edge 6 of the heel and the edge 7, formed at the junction of the straight portion of the chock-section, and its tapered nose to grip the rail in a manner to prevent movement of the chock.

The sections of the chock are held in place by a bolt 8, having a nut 9 and an eccentric lever for drawing the sections together. When it is desired to use the chock continuously at a given point, the eccentric lever is set in the position shown and the nut is screwed up tightly. Then the set-screw 9 is applied to hold the nut locked, and the chock cannot be removed except by removing the nut.

When the chock is to be used temporarily, the eccentric lever will clamp the sections to the rail and permit their ready removal.

From the foregoing it will be observed that when a wheel contacts with the nose of the chock said nose will be depressed and cause the body of the chock to more firmly grip the rail, this being a great advantage when the rails are worn small or are smooth.

The construction, operation, and advantages will, it is thought, be understood from the foregoing description, it being noted that various changes may be made in the proportions and details of construction for successfully carrying the invention into practice.

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

1. In a chock, a body having a recess to receive the head of the rail, a nose carried by the body, said nose being tapered upwardly to its end, and a rail-engaging edge forming a fulcrum at the junction of the body and nose.

2. In a chock, a body having a recess forming a shoulder, said recess being flared toward the rear, a nose carried by the body and tapering upwardly to its end, a fulcrum at the intersection of the body and nose, and means for securing the body to the rail.

3. In a chock, two sections clamped to a rail, noses carried by the sections, and edges forming fulcrums, at the junction of the noses and bodies.

In testimony whereof I affix my signature, in the presence of two witnesses, this 30th day of January, 1902.

RUDOLF A. BOCKHOOP.

Witnesses:

R. H. ALEXANDER,
T. A. McLAUGHLIN.