

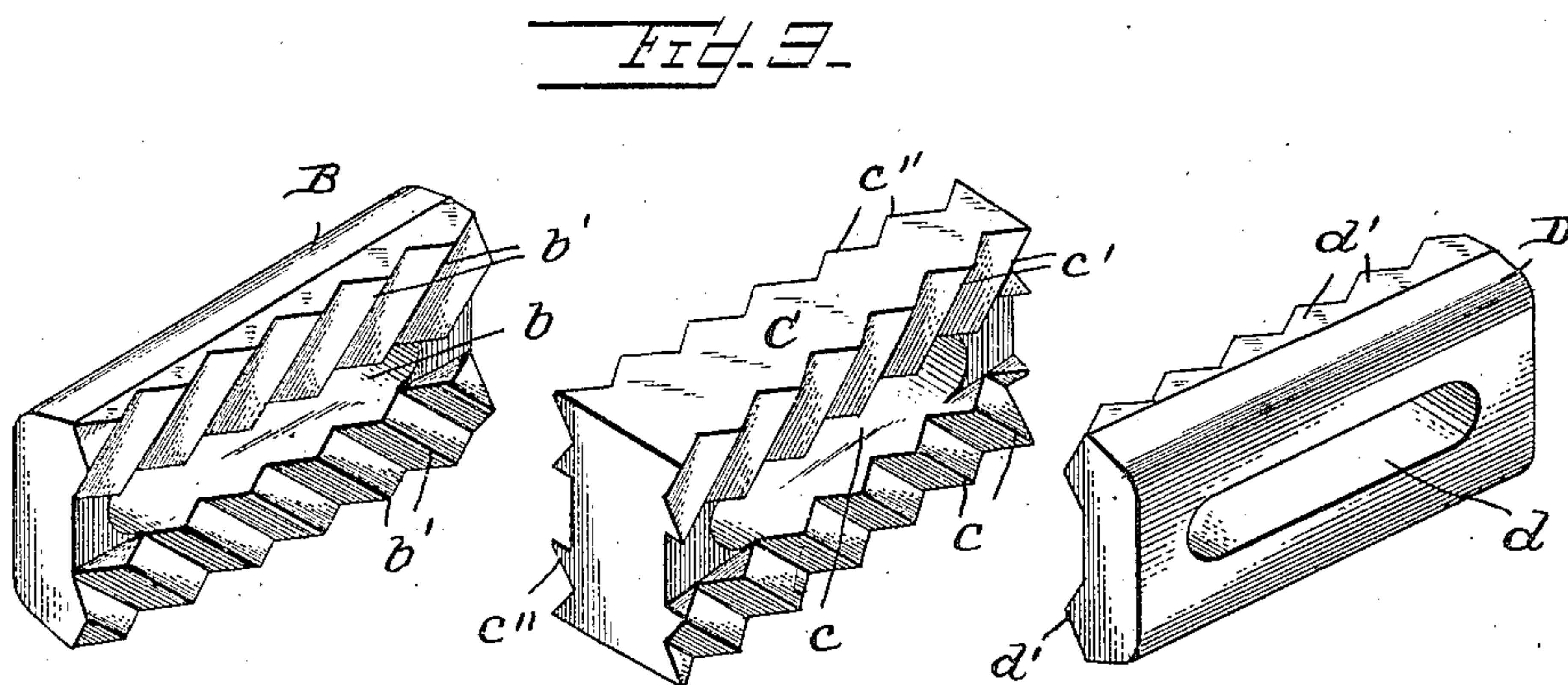
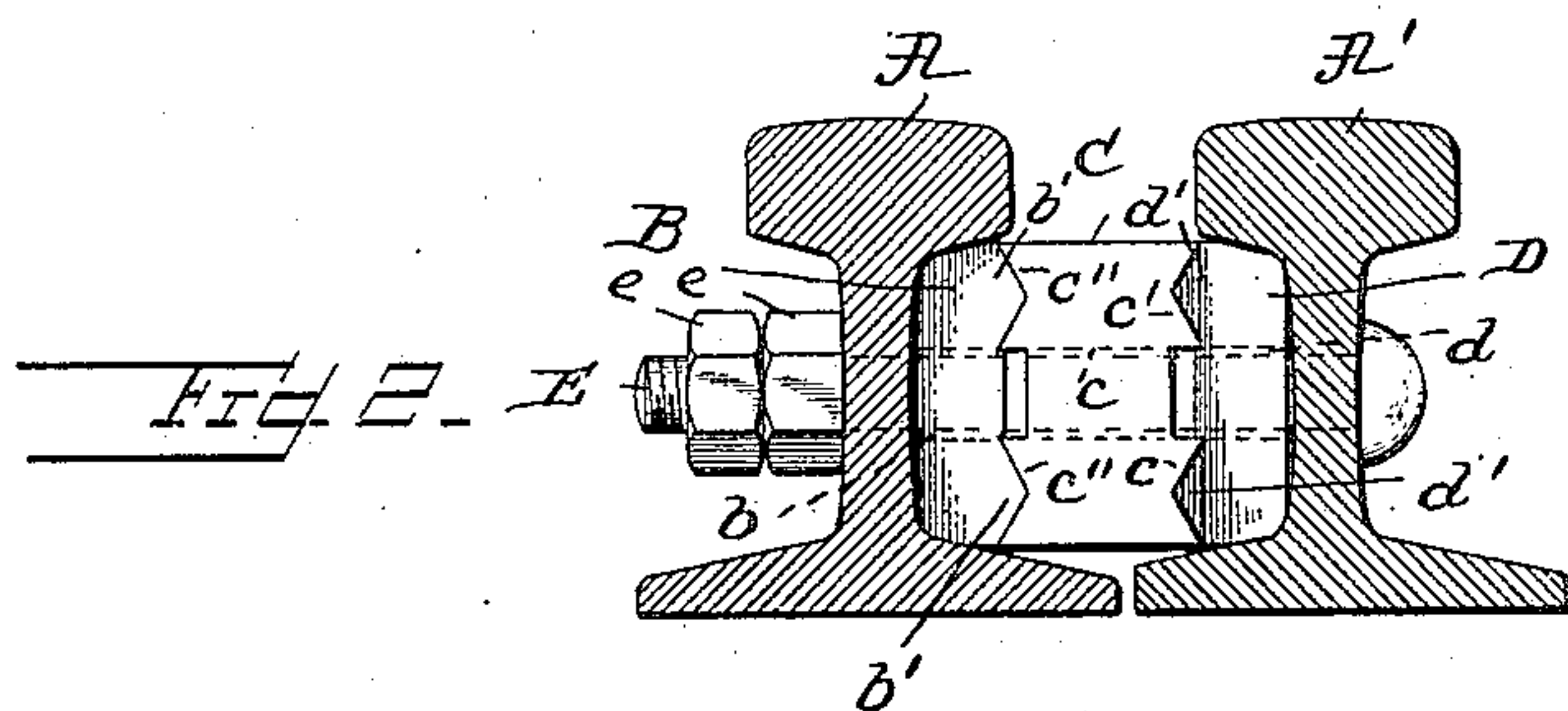
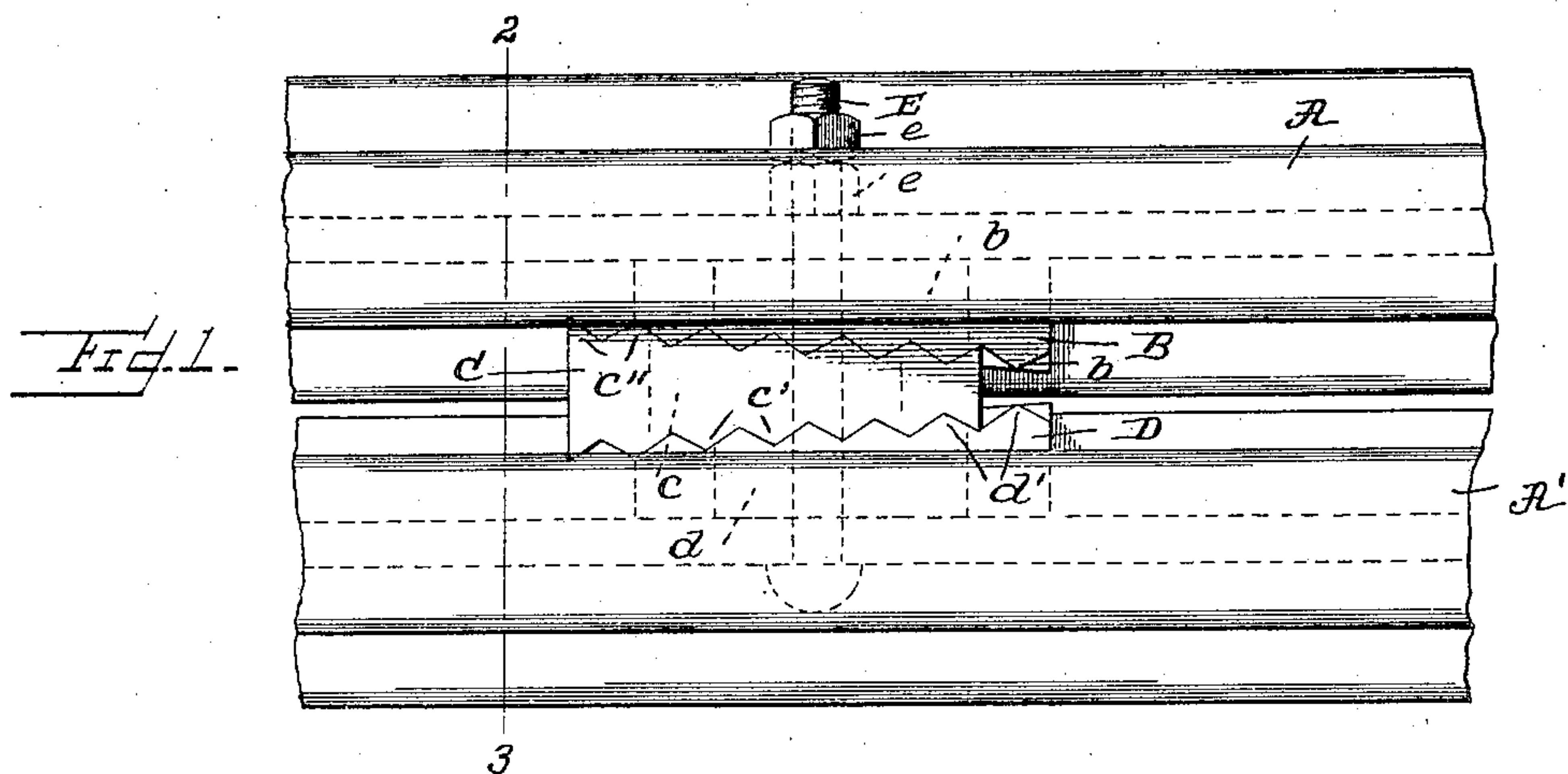
No. 843,880.

PATENTED FEB. 12, 1907.

G. M. ERVIN.
ADJUSTABLE GUARD RAIL CHOCK.

APPLICATION FILED APR. 11, 1906.

2 SHEETS—SHEET 1.



WITNESSES:

Ed. Connors.
L. O. O'Connell

INVENTOR

Geo. M. Ervin.

BY

James B. Heller.
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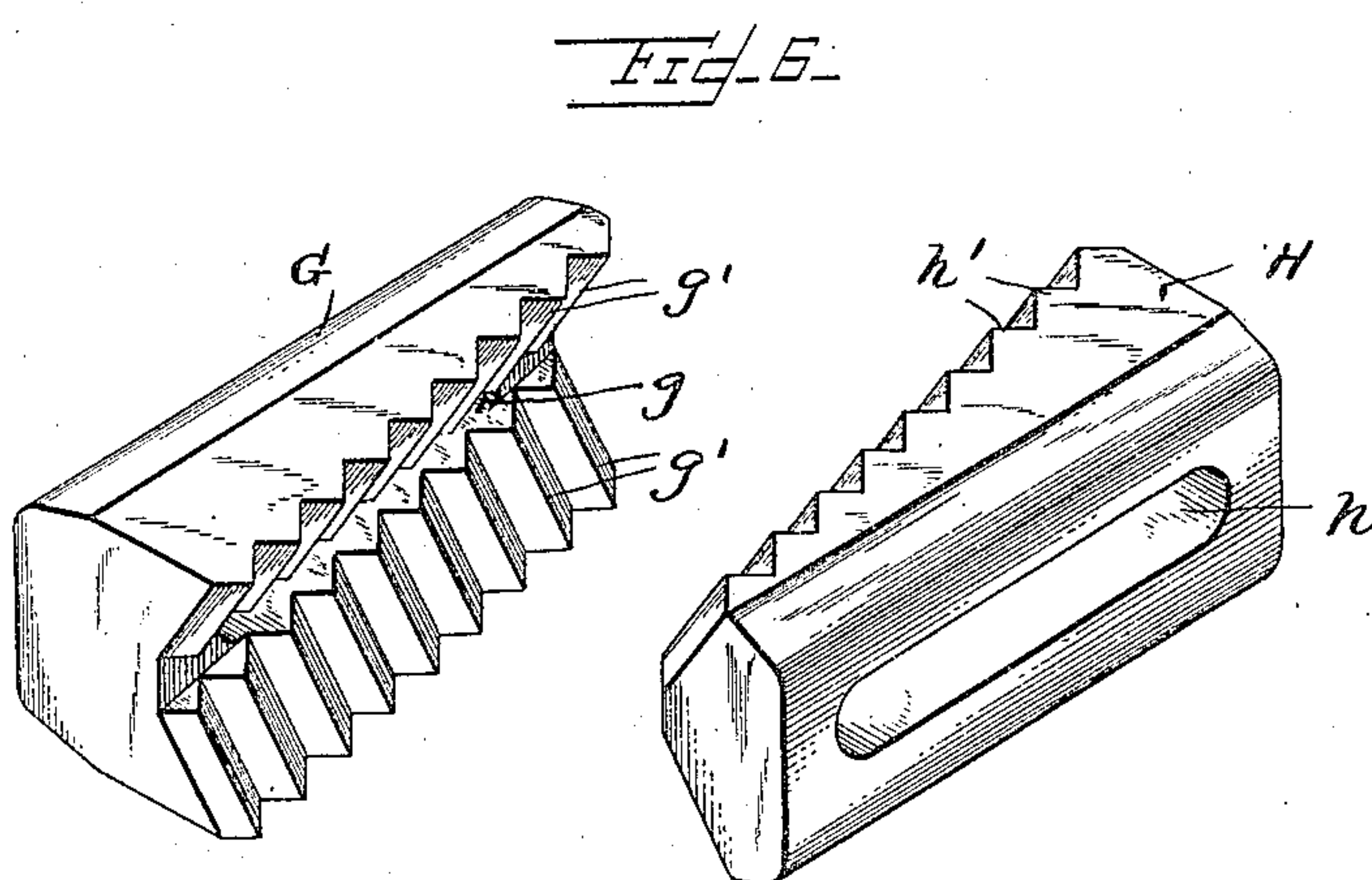
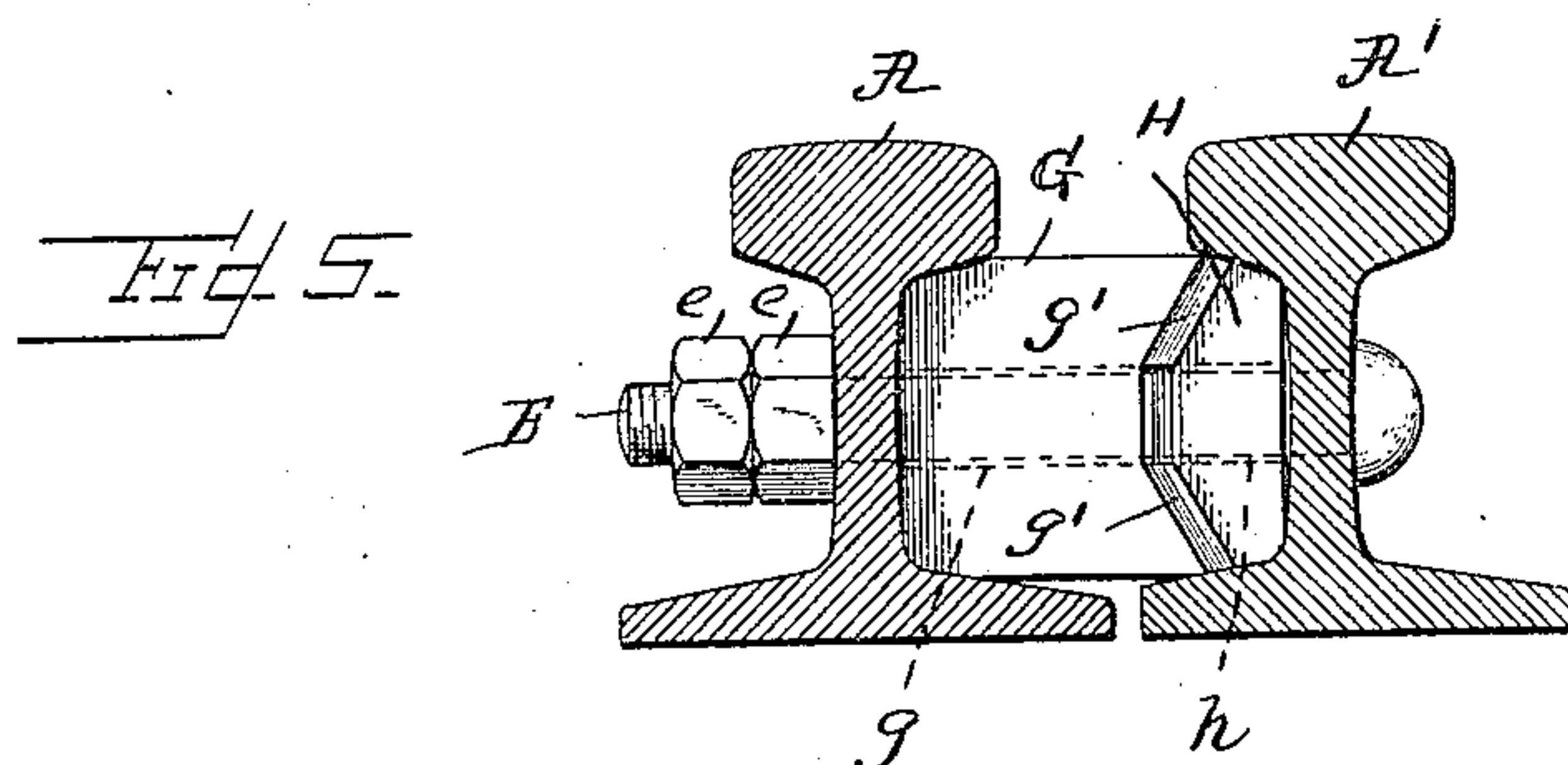
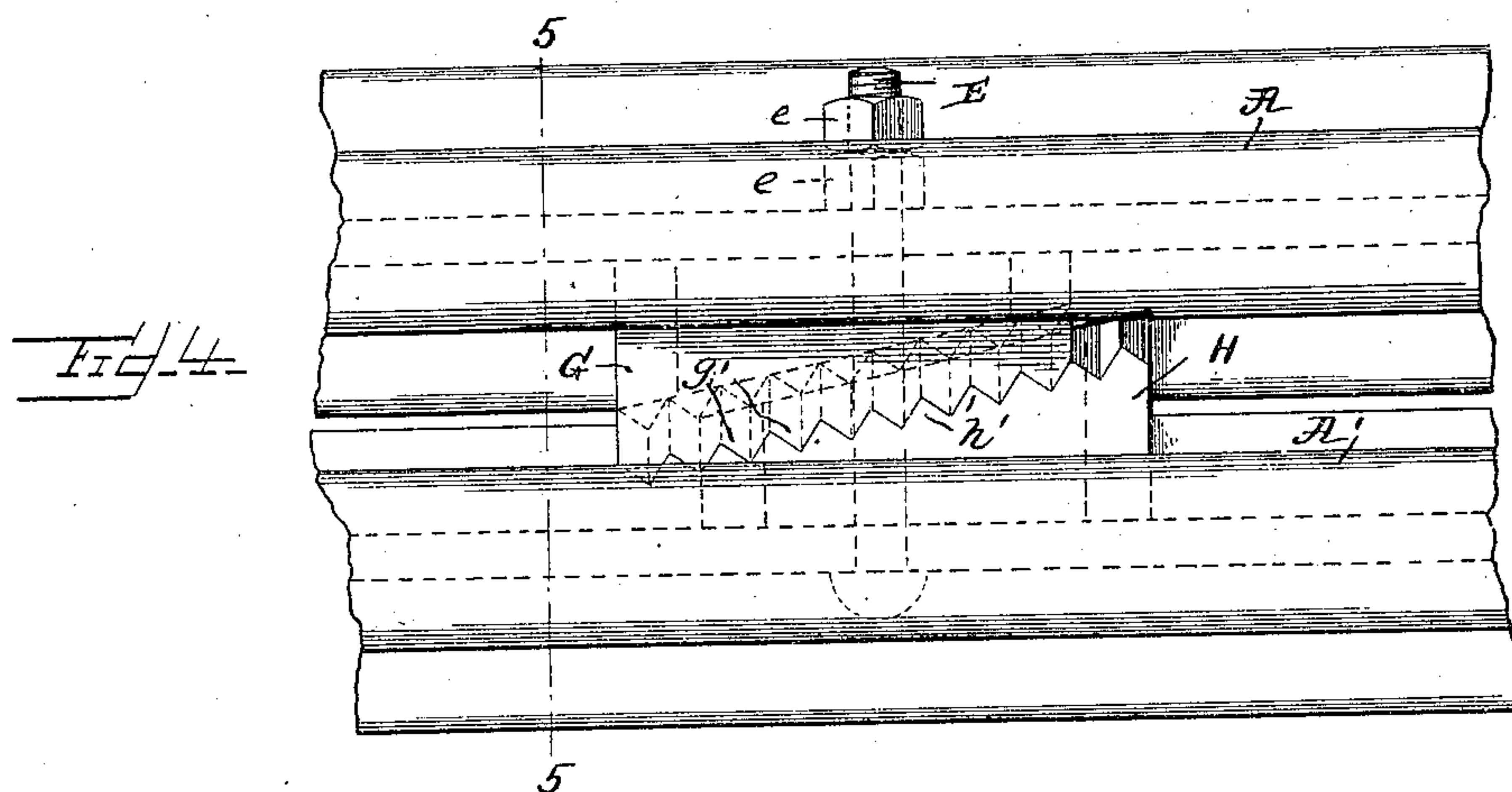
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UNITED STATES PATENT OFFICE.

GEORGE M. ERVIN, OF JOHNSTOWN, PENNSYLVANIA, ASSIGNOR TO THE
LORAIN STEEL COMPANY, A CORPORATION OF PENNSYLVANIA.

ADJUSTABLE GUARD-RAIL CHOCK.

No. 843,880.

Specification of Letters Patent.

Patented Feb. 12, 1907.

Application filed April 11, 1906. Serial No. 311,046.

To all whom it may concern:

Be it known that I, GEORGE M. ERVIN, of Johnstown, in the county of Cambria and State of Pennsylvania, have invented a new and useful Improvement in Adjustable Guard-Rail Chocks, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to certain new and useful improvements in adjustable chocks for guard-rails; and it has for its object to provide a simple, cheap, durable, and efficient device of this character which can be readily applied and is capable of adjustment while the several members will be held in perfect alinement with relation to each other.

With these objects in view my invention consists in the novel construction, arrangement, and combination of parts, all substantially as hereinafter described, and pointed out in the appended claims, reference being had to the accompanying drawings, in which—

Figure 1 is a plan view of a rail and guard-rail with my improved chock secured thereto. Fig. 2 is a sectional view on the line 2 2 of Fig. 1. Fig. 3 is a perspective view of the several parts of my improved chock. Fig. 4 is a view similar to Fig. 1 of a modified form of chock. Fig. 5 is a sectional view on the line 5 5 of Fig. 4. Fig. 6 is a perspective view of the several parts of the chock shown in Figs. 4 and 5.

A is the main rail, A' the guard-rail, both of the well-known T-rail cross-section. Placed between these rails is the chock, which is composed of the members B, C, and D. The rails and the chock members are rigidly held together by means of the bolt E and nuts e e. The bolt E passes through orifices in the rails A and A' and through the longitudinal slots b, c, and d of the respective chock members B, C, and D.

The members B, C, and D of the chock are tapered or wedge-shaped. The inner faces of the members B and D have each two rows of teeth or corrugations b' b' d' d', respectively, converging toward each other, while the member C has two rows of teeth or corrugations c' c' on one face and the teeth c'' c'' on the other face both sets of teeth on the same side converging toward each other, the teeth d' on the member D engaging with the

teeth c' of the member C and the teeth b' of the member B engaging the teeth c'' of the member C.

As can be seen from the drawings, when the several members are bolted together neither of the members can be shifted either vertically or horizontally, due to the two series of teeth being out of alinement with each other. By releasing the bolt and advancing or retracting one or both of the members B and D the guard-rail A' can be moved toward or away from the main rail A.

In the modification shown in Figs. 4, 5, and 6 the chock is composed of the members G and H, the member G being tapered in form and having the longitudinal slot g, through which the bolt E passes. The inner face of the member G is concaved. Running from the apex of this concavity to the top and bottom of the member G are the teeth g' g'. The member H is also tapered in form, having the longitudinal bolt-slot h. The inner face of the member H is of convex form, provided with the teeth h' h' on each face of the convex side, diverging from the apex to the top and bottom of the member H, the teeth h' h' interlocking with the teeth g' g'. As can be seen from the drawings, when these members G and H are bolted together the members will be held in perfect vertical and horizontal alinement.

I do not wish to limit myself to the specific arrangement of teeth for retaining the chock members in alinement with each other. The line of the teeth might be varied without departing from the spirit of the invention.

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

1. In an adjustable chock, two or more tapered members, the adjacent faces of each member having interlocking teeth, the teeth on one line of each member being out of alinement with the teeth on another line of the same member.

2. In an adjustable chock, two or more tapered members, the adjacent faces of each member having interlocking diverging teeth for the purpose set forth.

3. In an adjustable chock, two or more tapered members, the adjacent faces of the members having interlocking teeth, the teeth on one line being at an angle with the teeth on another line.

4. An adjustable rail-chock, having a plurality of wedge members, whose adjacent faces are provided with sets of teeth at different angles.
- 5 5. An adjustable rail-chock, composed of three wedge members, the adjacent faces of said members having interlocking teeth at different angles substantially as described.
- 10 6. An adjustable rail-chock, composed of three wedge members, the central member

having sets of teeth or projections on both sides at different angles, and the lateral members having teeth or projections adapted to interlock with those of the central member.

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

GEORGE M. ERVIN.

Witnesses:

L. O'CONNELL,
H. W. SMITH.