

J. W. DASHER.
WRECKING CAR.
APPLICATION FILED MAR. 23, 1909.

933,631.

Patented Sept. 7, 1909.

Fig. 1.

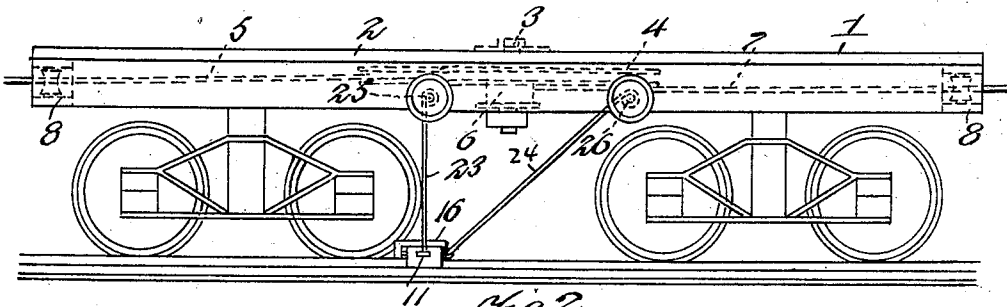


Fig. 2.

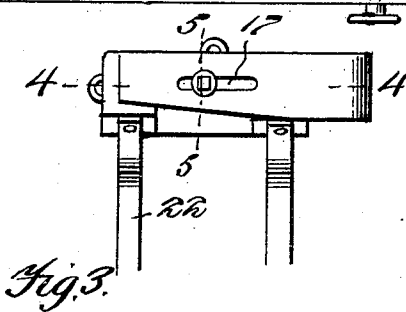
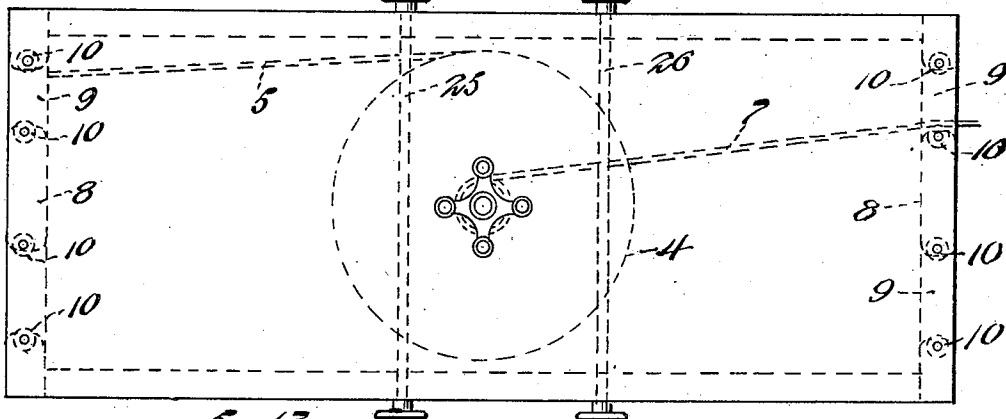
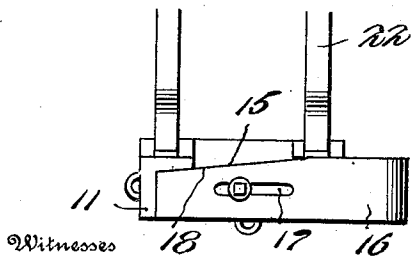


Fig. 3.



Witnesses

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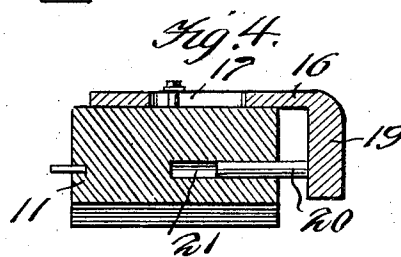
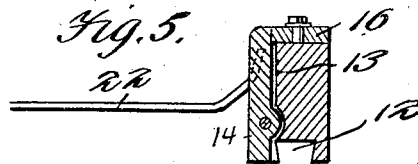


Fig. 5.



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WRECKING-CAR.

933,631.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JAMES W. DASHER, a citizen of the United States, residing at Glennville, in the county of Tattnall and State of Georgia, have invented new and useful Improvements in Wrecking-Cars, of which the following is a specification.

The invention relates to an improvement in wrecking cars, being more particularly directed to a car which may be secured in any desired position on the track and which carries means whereby a derailed car or engine may be drawn toward and onto the track with desired speed and convenience.

The main object of the present invention is the provision of a wrecking car carrying a cable for connection to the motive element, as a locomotive, and a second cable for connection with the derailed car or engine, with the connections so arranged that in the pull induced by the travel of the locomotive a corresponding movement will be imparted to the derailed car or locomotive.

Another object of the invention is the provision of means whereby the wrecking car may be locked against movement on the rails so as to form in effect a fixed base from which the desired operation may be carried on.

The invention will be described in the following specification, reference being had particularly to the accompanying drawings, in which:—

Figure 1 is a view in side elevation of the improved wrecking car. Fig. 2 is a top plan of the same. Fig. 3 is an enlarged broken plan, showing the chock blocks. Fig. 4 is a longitudinal section of one of the blocks on the line 4—4 of Fig. 3. Fig. 5 is a transverse section of one of the blocks on the line 5—5 of Fig. 3.

Referring particularly to the accompanying drawing, my improved wrecking car 1 is preferably in the form of a flat car including a main platform 2 of the usual type. Centrally mounted in the platform and depending therebelow is a stub shaft 3, on which, immediately below the platform, is secured a main drum 4, having its peripheral edge grooved for the reception of a cable 5, one end of the cable being secured to the drum. Secured upon the stub shaft 3 and fixed with relation to the drum 4 is an auxiliary drum 6, said latter drum being of materially less diameter than the main drum and having its peripheral edge also formed

for the reception of a cable 7. The cables 5 and 7 are wound about the respective drums and adapted to project therefrom in opposite directions, that is the cable 5 leads from one side of the main drum toward one end of the car, while the cable 7 leads from the same side of the auxiliary drum but toward the opposite end of the car, whereby an unwinding movement of one of the cables, as 5, will induce a winding of the cable, as 7.

To the end sills 8 and 9 of the car 1 are secured guides in which are mounted friction rollers 10 for the passage therebetween of the respective cables, the guides at one end of the car being arranged in pairs and adjacent the respective ends of the sill so that the cable may be led in the desired direction from the car, that is the cable 5 may coöperate with a guide at either end of the car in approximate alinement with the edge of the main drum, while the cable 7 may also coöperate with a guide at either end of the car in approximate alinement with the edge of the auxiliary drum.

In connection with the drums described I contemplate the use of means whereby the car may be locked at desired position on the track so as to form a base for the effective operations of the drums. To secure this result I provide chock blocks operating immediately in advance of the wheels of one truck, as shown in Fig. 1. These blocks are of duplicate construction each comprising an approximately rectangular body 11, which, on the lower edge, is formed with a longitudinally extending recess 12, designed to receive and approximately conforming in sectional contour to the tread of the rail. The relatively inner side of the block 11 is formed at a point about midlength with a vertically extending recess 13, which recess extends through one wall of the recess 12 in the bottom of the block, as will be plain from Fig. 5. Pivotally mounted in the recess 13 is a clamping dog 14, which, at the lower end, is adapted to provide a movable wall of the recess 12 and at the upper end extends above the upper edge of the block 11 and on the inner surface of such projecting portion is longitudinally inclined, as at 15.

An operating plate 16 is slidably mounted on the upper surface of the block 11, preferably through the medium of a pin and

slot connection 17. That edge of the plate designed to cooperate with the locking dog is inclined, as at 18, whereby in the longitudinal movement of the plate in one direction the upper end of the dog will be forced laterally relative to the block 11, whereby to force the lower end of the dog into gripping engagement with the tread or ball portion of the rail. The end of the plate 16 extends beyond the end of the block and is provided with a depending lip 19, which is designed to rest directly in front of the tread portion of the wheel adjacent which the chock block is located, so that in any movement of the car in one direction the wheel will engage the lip 19 and force the operating plate longitudinally of the block with the effect to secure a more certain clamping action between the block and rail. As the parts are constructed the clamping action of the chock block on the rail will be directly proportionate to the pressure of the wheel on the operating plate, thereby causing the car in effect to automatically lock itself against movement in one direction. The operating plate is guided through the medium of a rod 20 projecting from the lip 19 arranged to seat in the guide recess 21 formed in the block 11. The opposing chock blocks are connected by tie members 22, so that the blocks may be arranged in position or withdrawn therefrom together, and said blocks may be conveniently positioned through the medium of cables 23 and 24, the former of which is secured at one end to the relatively outer side of the block and to a manually operable shaft 25 mounted in the car body, while the latter is secured at one end of the block to a manually operable shaft 26 mounted in the car body. The shaft 25 is mounted directly above the normal position of the blocks so that by means of said shaft the block may be elevated or lowered into position, while the shaft 26 is arranged some distance beyond the normal position of the block so that the cable 24 is effective for drawing the blocks longitudinally of the rails within certain limits when desired.

The operation of my improved wrecking car will be readily understood from the above description taken in connection with the drawing, it being noted that after the car has been properly positioned and the chock blocks arranged to prevent movement of the car in the direction toward the car or locomotive to be moved, the cable 5 is attached to a locomotive or other device through which a pull may be exerted upon said cable, while the cable 7 is attached to the locomotive or derailed car. By pull upon the cable 5 the cable 7 is drawn upon with obvious results. The relative diameters of the re-

spective drums provide a leverage in favor of the motive power, as will be understood.

The device provides a simple construction whereby a platform car, which in addition to its function as noted, may be utilized to carry wrecking apparatus of other type.

Having thus described the invention what is claimed as new, is:—

1. A chocking block for railway cars including a body formed with a rail-receiving recess, a locking dog forming a portion of the wall of said recess, and means carried by the block for operating the dog, said means being adapted to be engaged and actuated by the car wheel in the movement of the car.

2. A chocking block for railway cars including a body formed with a rail-receiving recess, a locking dog forming a portion of the wall of said recess, and an operating plate to be engaged and actuated by the car wheel for actuating the locking dog.

3. A chocking block for railway cars including a body formed with a rail-receiving recess, a locking dog forming a portion of the wall of said recess, and an operating plate to be engaged and actuated by the car wheel, said locking dog and operating plate having cooperating inclined surfaces whereby in the movement of the plate the dog will be forced into locking engagement with the rail.

4. A chocking block for railway cars including a body formed with a rail-receiving recess, a locking dog forming a portion of the wall of said recess, an operating plate to be engaged and actuated by the car wheel, said locking dog and operating plate having cooperating inclined surfaces whereby in the movement of the plate the dog will be forced into locking engagement with the rail, a shaft mounted in the car, and a cable connecting the block and shaft.

5. A chocking block for railway cars including a body formed with a rail-receiving recess, a locking dog forming a portion of the wall of said recess, an operating plate to be engaged and actuated by the car wheel, said locking dog and operating plate having cooperating inclined surfaces whereby in the movement of the plate the dog will be forced into locking engagement with the rail, a shaft mounted in the car, a cable connecting the block and shaft, a plurality of shafts mounted in the car, and cables leading from the respective shafts to the blocks.

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

JAMES W. DASHER.

Witnesses:

L. A. DE LOCH,
W. A. BYRD.