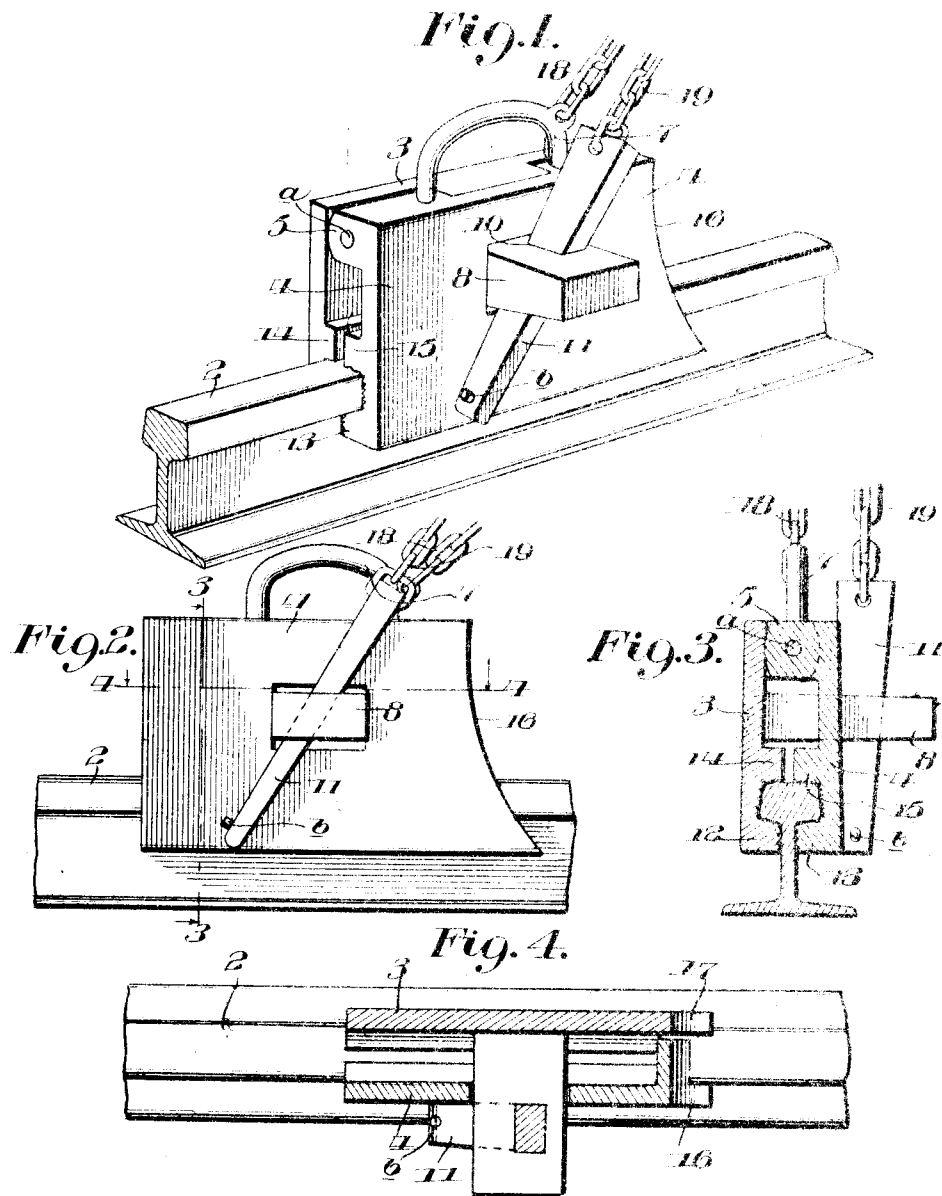


W. BODETTE.
WHEEL RAIL CLAMP.
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Patented Apr. 29, 1913.



Witnesses

M. H. Slifer
T. J. Smith

Inventor
William Bodette

By *Victor J. Evans*
Attorney

UNITED STATES PATENT OFFICE.

WILLIAM BODETTE, OF EMPIRE, CANAL ZONE.

WHEEL RAIL-CLAMP.

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To all whom it may concern:

Be it known that I, WILLIAM BODETTE, a citizen of the United States, residing at Empire, Canal Zone, have invented new and useful Improvements in Wheel Rail-Clamps, of which the following is a specification.

The present invention relates to a new and improved stay which may be used in the nature of a chock for holding either a car, excavator, derrick or the like against movement on the rails of a track, and the improvement resides in the construction, combination and operative arrangement of parts set forth in the following description and falling within the scope of the appended claims.

In the drawings: Figure 1 is a perspective view of a wheel chock embodying my improvement as secured in position on a rail, Fig. 2 is a view in side elevation of my improvement, Fig. 3 is a transverse sectional view upon the line 3—3 of Fig. 2, Fig. 4 is a horizontal sectional view upon the line 4—4 of Fig. 3.

In the use of machines such as excavators, derricks and the like, adapted to be operated and moved from place to place on rails, it is necessary that the movement of the machine along the rails be prevented when it is desired to operate the machine in any fixed position. The force tending to move the machine along the rails is great, especially where the power of the machine is exerted lengthwise of the track, as for example, in the operation of a scraper bucket excavator, when the bucket is drawn toward the machine on a line substantially parallel with the track. It is, therefore, necessary that devices used to hold the machine in a fixed position upon the rails be strong and effective, and at the same time ready removal or adjustment of position may be obtained without loss of time or labor. It is also desirable to provide such a chock with means whereby the same may be partially disengaged from the track in order to permit of the said chock being slid by the wheels of the machine to which it is attached, a certain and desired distance when the machine is to be brought from one point to another without necessitating the operator of the machine leaving his position upon the machine.

I accomplish the above-named desired purpose through the medium of the apparatus, and its operative application illus-

trated by the accompanying drawings, in which the numeral 1 designates my improved chock or stay and 2 the track to which the stay is attached. The chock embodies essentially a pair of side members or wings, which are designated by the numerals 3 and 4 respectively. Both of these wings embody flat metallic members each being of a sufficient strength to effectively withstand the strain to which it is subjected. As shown in the drawings, each of the wings 3 and 4 preferably comprises a flat member, and each of the said members has its upper and inner edge preferably integrally formed with longitudinally extending lugs 5, the same being preferably three in number and one arranged centrally of the member 3 and the remaining pair arranged to the opposite sides of the member 4 and disposed adjacent the opposite ends of the lug upon the member 3. Secured upon one of the lugs 5 of the member 4 and arranged upon the upper face thereof is a projecting eye 7, and the member 3 directly below its lug 5 is integrally formed with a laterally extending tongue 8 which extends through an elongated angularly arranged opening 10, the said opening being adapted to receive a wedge member 11.

Arranged to the lower longitudinal edges of each of the members 3 and 4 and upon the inner face thereof are ribs 12 and 13 respectively, while disposed at a distance above the said ribs equal to the thickness of the heads of the rails are second rib members 14 and 15 respectively. These ribs are, of course, of a lesser thickness than the lugs 5, and each of the said lugs has its inner face rounded and bearing against the inner face of the adjacent wing or plate to permit of the lower portions of the said plates being readily swung toward each other when the wedge 11 is inserted through the opening 9 of the tongue 8, and, if desired, the faces of the wings between the ribs 12 and 14 and 13 and 15 respectively may be roughened to engage with the opposite faces of the heads of the rails, and thus serve as an additional means for preventing the longitudinal movement of the chock when connected with the rails. Also if desired, the lugs may be provided with longitudinal openings for the reception of a pintle *a* whereby the wings may be hingedly connected.

One of the transverse edges of the wing

member 4 is of a curved or arcuate shape, as designated by the numeral 16, as is also the end 17 of the section 3 which is arranged upon this side of the chock, the said curvature corresponding with the periphery of the car wheel with which the chock engages.

As heretofore stated, it is desirable that the chock remain a permanent attachment to the car, derrick, or excavator, and therefore, I provide the said derrick with a flexible element in the nature of a chain 18 which has one of its ends secured to the eye 7 of the lug 5, while also connected with this chain and with the upper portion of the wedge member 11 is an additional flexible element 19. It will be noted that by exerting a pull upon the element 19, the wedge member 11 will be partially withdrawn from its engagement with the tongue 8, and as the chock is thus brought out of tight frictional engagement with the rail, a movement of the wheel which contacts with the chock will slide the same along the rail. The wedge may be provided with a removable stop pin *b* which will prevent the entire withdrawal of the wedge and the wedge may be of sufficient weight as to gravitate into locking position when the chain is released.

From the foregoing description, taken in connection with the accompanying drawings, the simplicity of the device, as well as the advantages thereof, will it is thought be perfectly apparent to those skilled in the art to which such inventions appertain.

Having thus described the invention, what I claim is:

1. A wheel chock comprising a chock member embodying separate wings having their inner faces adjacent their upper edges provided with abutting lugs, the wings being provided with rail receiving passages disposed below the lugs, and a removable

wedge member cooperating with an element provided upon one of the wing members and adapted to frictionally engage with the side of the second wing member.

2. A wheel chock comprising a chock member, a pair of flat wing members having their inner faces provided with intumed fulcrum elements which engage with the respective wing members, each of the wings having its inner face provided with spaced longitudinally extending ribs forming rail engaging passages, and a gravity wedge member co-acting with an element upon one of the wing members and adapted to frictionally contact with the outer face of the second wing member.

3. A wheel chock comprising a chock member constructed of a pair of flat wings having co-acting fulcrum members, said wings being provided with rail passages, one of the wings having a tongue which is adapted to extend through an opening in the second wing, and a gravity wedge engaging the tongue and frictionally contacting with the outer face of one of the wing members.

4. A wheel chock comprising a chock constructed of a pair of hinged wings, the said wings being provided with rail receiving passages disposed below their hinge, one of the wings having an angular tongue which projects through an opening in the second wing, said tongue being provided with an inclined slot, a gravity wedge arranged within the inclined slot and co-acting with the outer face of one of the wings of the chock and a flexible element for the gravity wedge.

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

WILLIAM BODETTE.

Witnesses:

E. M. GOOLSBY,
E. J. NICHOLS.