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R. SCHEUCHZER

PORTABLE RAIL SHOE

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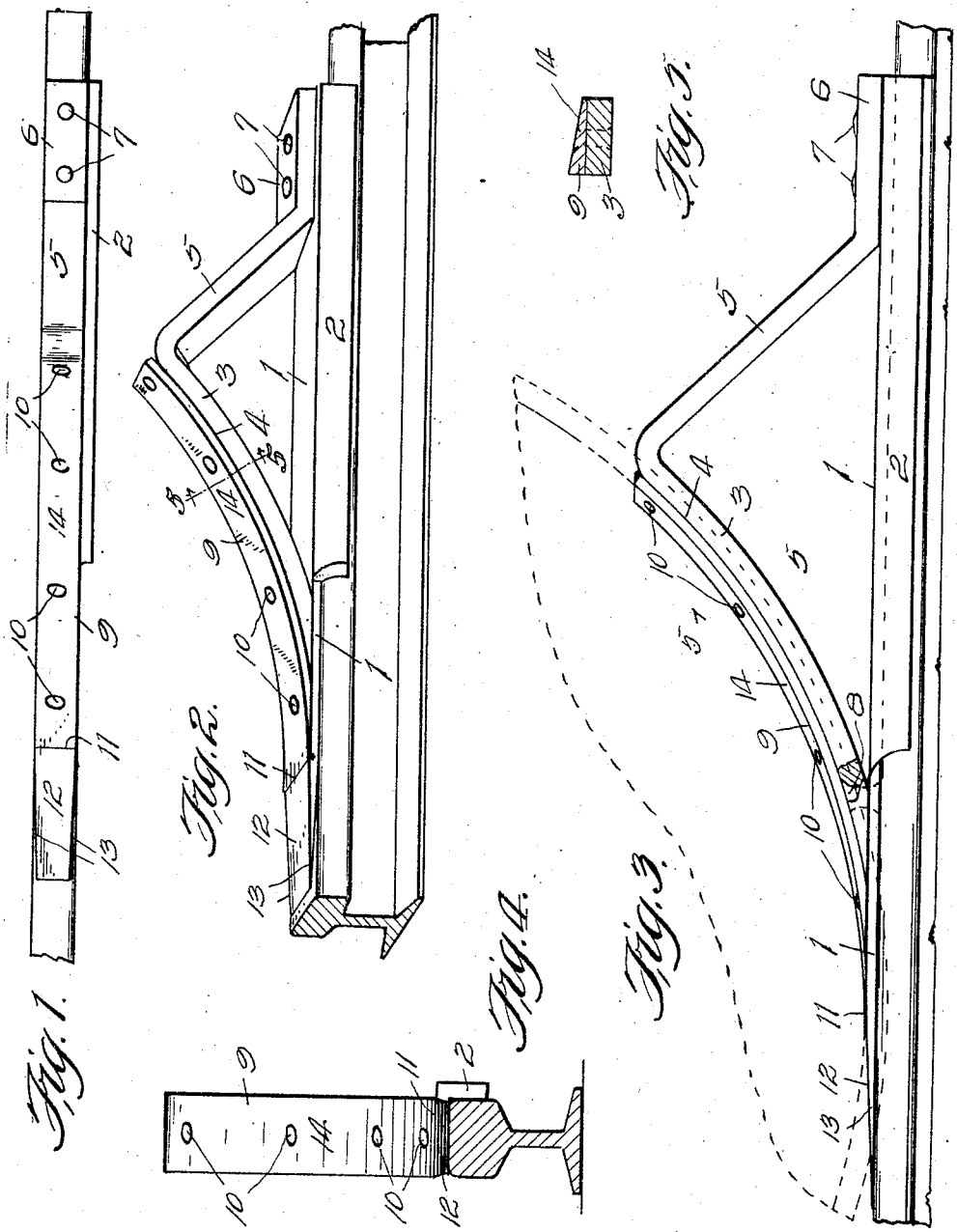


Fig. 1.

Fig. 2.

Fig. 4.

Fig. 3.

Fig. 5.

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PORTABLE RAIL SHOE.

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To all whom it may concern:

Be it known that I, ROBERT SCHEUCHZER, a citizen of Switzerland, residing in the city of St. Louis and State of Missouri, have invented certain new and useful Improvements in Portable Rail Shoes, of which the following is a specification.

My invention relates to portable rail shoes, and, has for its object the provision of a device of the character which is a distinct and practical improvement to overcome certain practical objections to, and defects in, chock appliances to be mounted upon railway rails to be engaged by one of the wheels of a moving car rolled thereupon to retard the movement of the car by non-turning of the wheel effected by setting up an abraded sliding movement thereunder to arrest movement of the car and prevent sudden terrific shocks to cars being bumped together during switching operations, thus minimizing damage to goods carried within the cars affected.

With the above and other objects in view, the invention consists in the novel features of construction, arrangement and combination of parts and their equivalents hereinafter more fully described and finally pointed out in the claims hereto appended.

Referring to the accompanying drawings forming a part of this specification, wherein like characters of reference denote similar parts throughout the several views:

Fig. 1, is a plan view of my improved rail shoe.

Fig. 2, is a view in perspective of the rail shoe embodying the features of and constructed in accordance with my invention.

Fig. 3, is a side elevation thereof.

Fig. 4, is a front elevation thereof.

Fig. 5, is a sectional view taken on line 5—5 of Fig. 2.

In carrying out the aim of my invention, I employ a suitable base member 1 of such width as to entirely cover the top of a rail head. The base member 1 is provided along its inner edge with a single flange 2 which extends from the front edge thereof to a suitable point short of the rear end of the base and is adapted to engage the inner edge or face of the rail head, so as to prevent the base from being displaced outwardly when slidably mounted upon a rail head, as clearly shown in Fig. 2.

The base 1 is provided with an elevated abutment which consists of a metallic member 3 having a face 4 with a curvature conforming in contour to the peripheral face of a car wheel. The forward end of 5 of abutment member 3 is directed downwardly and forwardly at a suitable angle and is provided at its forward end with a suitable foot 6 which lies upon the base 1 and is secured thereto by means of suitable fastening devices 7. The rear end of the abutment member 3 engages the base 1 adjacent the rear end of the flange 2 and is secured to the base 1 by means of suitable fastening means 8. Thus it will be seen that the wheel abutment is not integral with the base 1, but suitably fixed thereto.

A suitable face plate 9 is mounted upon the curved abutment member 3 and it is of the same curvature as the abutment member 3. The plate 9 is secured to the upper face of the abutment member 3 by means of suitable fastening devices 10, so that should the plate become worn or disfigured beyond use, a new face plate can be easily affixed to the abutment member 3 after removing the old one. The rear end of the curved face plate 9 extends beyond the rear end of the abutment plate 3 and engages the upper face of the base member 1 and coming to a feather edge 11 therewith. The base member 1 has its upper face beveled from the feather edge connection 11 with the face plate to its rear edge, thus providing a very slight inclined surface 12. The side edges of the rear sloping end of the base member 1 is also slightly beveled, as at 13, as shown in Fig. 1.

The inner face of the base 1 and the inner faces of the rear ends of the abutment member 3 and face plate 9 all lie flush with the inner face of the rail head so as not to interfere with the flange of the rail when the rail comes into contact with the face plate of the abutment member 3. The face plate 9 preferably has its upper face 14 beveled or inclined so that its inner edge will be narrower than its outer edge, as shown in detail in Fig. 5, so as to accommodate the pitch of the peripheral face of a car wheel coming in contact therewith.

From the foregoing description, it is evident that when the rail shoe is mounted upon a rail in advance of a car that is standing still and a swiftly moving car is switched on to the track of the standing car, that just as soon as the car wheel comes in contact with the curved abutment member of the rail shoe that the wheel will be slight-

ly elevated and supported thereby instead of the rail and thus cause the car to slide or skid on the rails instead of roll, thereby slackening the momentum of the car sufficiently to cause the moving car to strike the standing car gently instead of with a severe crash or bump. As freight cars very often have to be reloaded in the yards due to the fact that switchmen have caused cars during switching movements to be bumped together with too great a force, it is evident that by the employment of my rail shoe the bumping of cars together with great force and shock during switching operations is eliminated by causing the cars to take on a sliding or skidding movement instead of a rolling movement.

The many advantages of the herein described invention will readily suggest themselves to those skilled in the art to which it appertains.

I do not wish to be understood as having limited myself to the details of construction shown and described, but desire to have it understood that the invention I have shown in the drawings is merely illustrative, as it is manifest that various minor changes may be made in the exact construction and particular arrangement of parts without departing from the spirit of my invention, hence I reserve the right to make any such changes, or modifications as may fairly fall within the scope of the appended claims when fairly construed.

What I claim is:

1. In a rail shoe structure, a base, a flange formed at the inner edge of said base, an abutment member fixed to said base having a curved rear section fixed at its rear end to the base and having a forwardly and downwardly directed front section, a foot extending from the front section fixed to the base, and a curved face plate fixed to the curved rear section of the abutment member.

2. In a rail shoe structure, a base having a sloping rear end, a flange directed downwardly from the inner edge of the base and extending from the front edge of the base to a point short of the rear edge of the base, an abutment member having a curved rear section fixed at its rear end to the base adjacent the rear edge of the flange, a forward section directed forwardly and downwardly from the forward edge of the curved rear section, a foot extending from the lower end of the forward section and fixed to said base, a face plate fixed to said curved rear section of the abutment member, the rear end of said face plate extending beyond the rear edge of the curved rear section and having a feather rear edge in contact with the base member at the forward end of the sloping rear end of the base member.

In testimony whereof, I have hereunto signed my name to the specification.

ROBERT SCHEUCHZER.