

No. 866,474.

PATENTED SEPT. 17, 1907.

S. R. KEERAN.
CAR CHOCK.

APPLICATION FILED MAY 13, 1907.

Fig. 1.

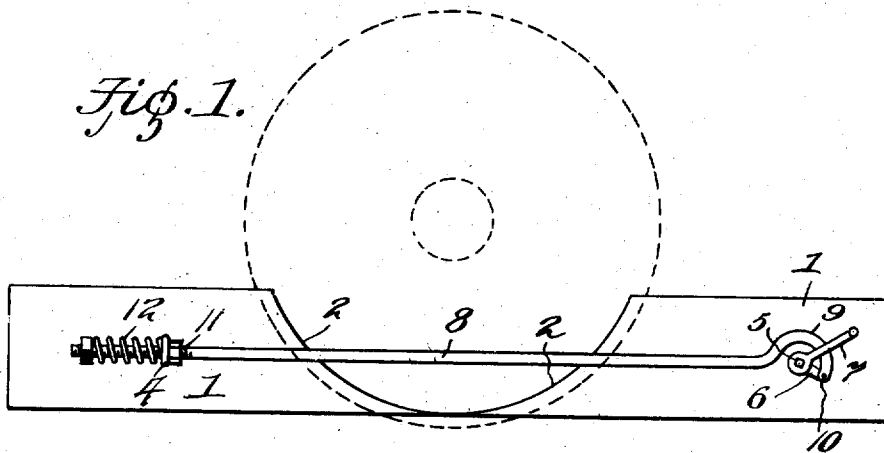


Fig. 2.

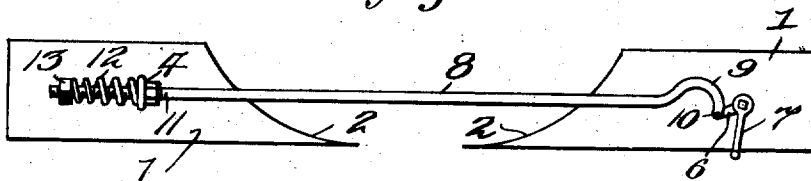


Fig. 3.

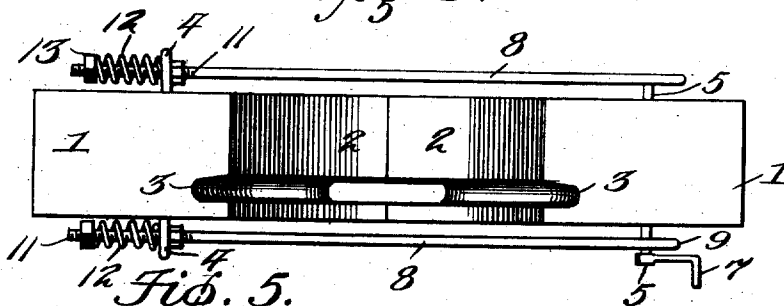


Fig. 5.

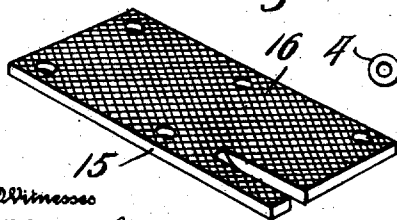
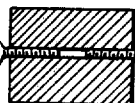


Fig. 4.

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UNITED STATES PATENT OFFICE.

SAMUEL RUSH KEERAN, OF CENTRALIA, MISSOURI.

CAR-CHOCK.

No. 866,474.

Specification of Letters Patent.

Patented Sept. 17, 1907.

Application filed May 13, 1907. Serial No. 373,359.

To all whom it may concern:

Be it known that I, SAMUEL RUSH KEERAN, a citizen of the United States, residing at Centralia, in the county of Boone and State of Missouri, have invented
5 new and useful Improvements in Car-Chocks, of which the following is a specification.

This invention relates to improvements in car wheel chocks for chocking the wheels of steam excavators and the wheels of other cars of other kinds and which consists in the construction, combination and arrangement
10 of devices hereinafter described and claimed.

The object of my invention is to provide an improved car chock of simple construction which is adapted to be placed on a track rail and which comprises a pair of
15 chock blocks movable simultaneously in opposite directions, connected together for longitudinal movement and provided with means for moving them simultaneously into and out of contact with the tread of the wheel, as hereinafter stated.

In the accompanying drawing, Figure 1 is a side elevation of a car wheel chock constructed in accordance with my invention, showing the same applied to a car wheel, the latter being indicated in dotted lines. Fig. 2
20 is a similar view showing the blocks of the chock moving apart to enable the chock to be disengaged from the car wheel. Fig. 3 is a top plan view of the same, showing the blocks in contact with each other for engagement with a car wheel. Fig. 4 is a transverse sectional
25 view of the same, and Fig. 5 is an inverted detail perspective view of a shoe which may be attached to the underside of one of the chock blocks to frictional grip the rail and prevent the chock from slipping.

In accordance with my invention, I provide a pair of chock blocks 1 which may be made of suitable material,
35 are adapted to be placed on a railroad track and have inner opposing ends rounded or hollowed as at 2 to adapt them to bear against the periphery or tread of a car wheel. The said rounded hollow ends of the said blocks are also provided with recesses 3 for the reception of the flanges of the wheel. From outer sides of
40 one of the said blocks project a pair of eye-bolts 4, said eye-bolts being disposed transversely of the said block. In the other block is journaled a transversely disposed rock shaft 5 which is provided with rock arms 6 and is
45 also provided at one end with a crank 7 whereby it may be turned.

A pair of longitudinally disposed and adjusting rods 8 are provided which are disposed on opposite sides of the chock blocks, have their free ends extended through
50 the eye-bolts 4 and their opposite ends bent to provide substantially semi-circular arms 9 which are pivotally connected to the rock arms 6 of the shaft 5, as at 10. The free ends of the said rods are screw-threaded as at 11 and on the same are placed coil springs 12 which bear
55 against the outer sides of the eye-bolts 4. Adjusting

nuts are screwed on the said rods 8 and bear against the eye-bolts 4 and the outer ends of the said springs and may be adjusted on said rods 8 to vary the tension of the said springs, as will be understood.

When the rock shaft 5 is turned in one direction to
60 cause the rock arms 6 thereof to draw the rods 8 toward such rock shafts, the said rods will cause the blocks to move toward each other and become applied to opposite sides of a wheel, as indicated in Fig. 1. When the said rock shaft has been turned far enough to dispose
65 its rock arm 6 past the dead center, said rock shaft will prevent reverse movement of the said rods 8 and will co-act with the springs 12, yieldingly holding the chock blocks against opposite sides of the periphery of the wheel. By turning the rock shaft 5 in the reverse direction,
70 which may be done by means of the crank 7, to dispose the arms 6 of said rock shaft in the position shown in Fig. 2, the rods 8 may be moved in the reverse direction to cause the blocks 1 to be moved apart so that they may be readily disengaged from the wheel. 75

To prevent the possibility of the blocks slipping on a rail, each of the said blocks may, if preferred, be provided on its under side with a shoe plate 15 of iron or steel, having a roughened file-like under surface to bite
80 into and engage the rail.

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

1. A chock of the class described comprising a pair of blocks to lie on a rail and engage opposite sides of the periphery of the wheel, rods connected to one of such
85 blocks and means on the other block connected to such rods for operating the latter to cause the same to move the blocks toward or from each other.

2. A chock of the class described comprising a pair of blocks, connecting rods attached to one of the blocks, a
90 shaft journaled in the said block, and means on the said shaft connected to the said rods to move the latter longitudinally when said shaft is turned, for the purposes set forth.

3. A chock of the class described comprising a pair of
95 chock blocks, longitudinally disposed rods attached to one of them, a shaft mounted in the other, and rock arms on the said shaft pivotally connected to the said rods, said shaft being further provided with means whereby it may be turned, for the purposes set forth. 100

4. A chock of the class described comprising a pair of chock blocks, guide devices projecting from opposite sides of one of said blocks, a rock shaft journaled in the other block and having rock arms and means whereby it may be turned, longitudinally disposed rods attached to the said
105 rock arm and extending through the guide devices, springs on said rods and stop devices on said rods pressing said springs against said guide devices to exert longitudinal tension on the said rods in one direction, substantially as described. 110

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

SAMUEL RUSH KEERAN.

Witnesses:

JAMES W. RUTTER,

HARVEY L. KEY.