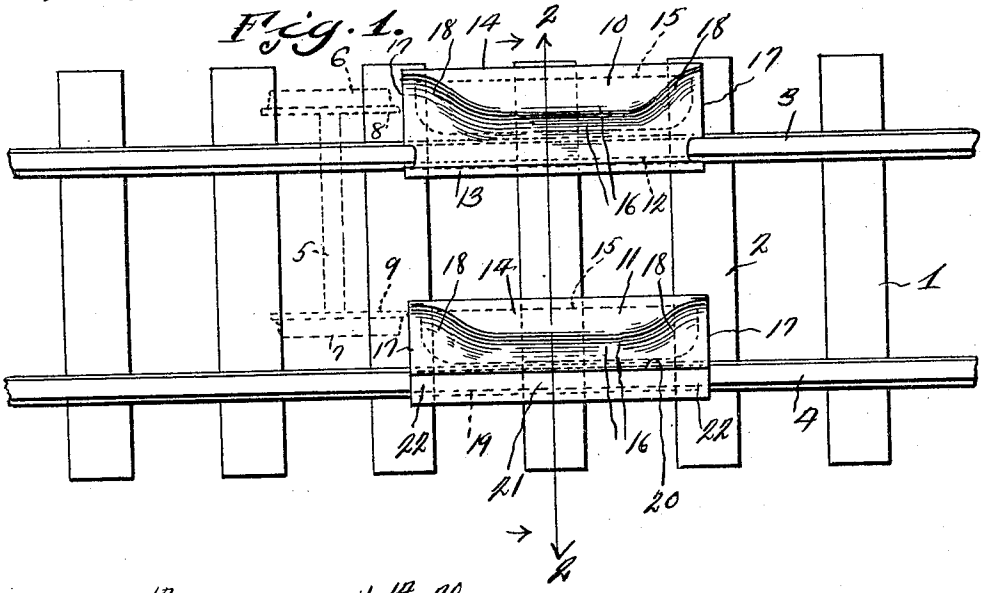
J. K. FRANK.

CAR REPLACING CHOCK.

APPLICATION FILED NOV. 27, 1918.

1,325,285. Patented Dec. 16, 1919.

Fig. 1.



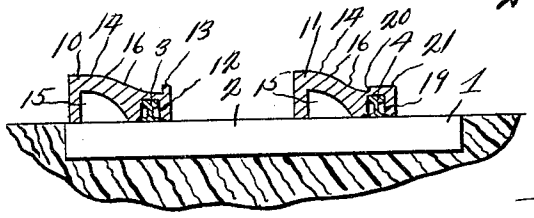


Fig. 2.

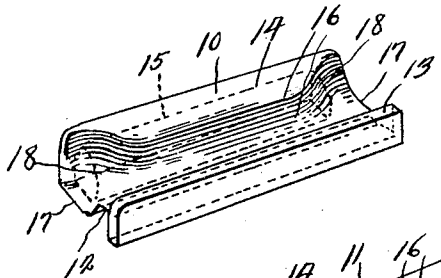


Fig. 3.

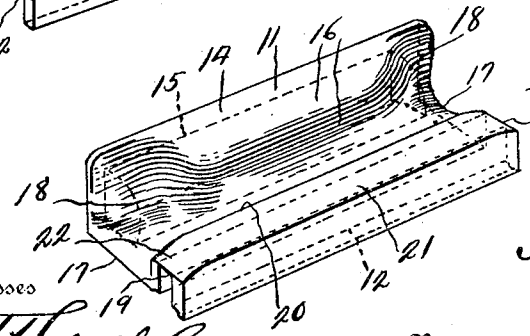


Fig. 4.

Witnesses

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JOHN KAGA FRANK, OF NEW ALBANY, INDIANA.

CAR-REPLACING CHOCK.

1,325,285. Specification of Letters Patent. Patented Dec. 16, 1919.

Application filed November 27, 1918. Serial No. 264,375.

To all whom it may concern:

Be it known that I, JOHN K. FRANK, a citizen of the United States, residing at New Albany, in the county of Floyd, State of Indiana, have invented a new and useful Car-Replacing Chock; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The invention relates to railway car replacing chocks and has for its object to provide a pair of chocks, adapted to be engaged by the wheels of a truck of a railway car. Each chock being so constructed that when a forward movement is imparted to the car the wheels engaging the flanges of the chocks will ride up the inclined surfaces, after which the wheels will ride onto corresponding inclined flanges down which they will slide until they are stopped by ribs said ribs being so positioned that the wheels will be in position to engage the rails when a forward movement is imparted to the railway car.

A further object is to provide a pair of inclined car replacing chocks having means for engaging the rails, said means preventing displacement of the chocks during the operation of replacing the wheels of a truck of a car on the rails.

With the above and other objects in view the invention consists of the combination and arrangement of parts, as hereinafter set forth and claimed, it being understood that changes in the precise embodiment of the invention may be made within the scope of the claim without departing from the same.

In the drawings:—

Figure 1 is a plan view of a section of railway tracking showing the car replacing chocks applied thereto.

Fig. 2 is a sectional view on line 2—2 of Fig. 1.

Fig. 3 is a perspective view of the chock that is placed on the outside of the rails.

Fig. 4 is a perspective view of the chock that is placed engaging one of the rails but between the rails.

Referring to the drawings the numeral 1 designates a conventional form of railway, which comprises the usual cross ties 2 and rails 3 and 4. When a car is derailed the wheels usually assume the positions shown in dotted lines as shown at 5 in Fig. 1 said wheels being designated by the numerals 6 and 7. Each of the wheels 6 and 7 is provided with the usual flanges 8 and 9 for engaging the rail.

When the wheels of a car have jumped the track and have assumed the positions as shown in Fig. 1, that is a position wherein one wheel is outside of one rail and the other wheel between the the rails, which is the usual and general condition, it is obvious that it will be necessary to not only raise the wheels upwardly but also to move the same inwardly until they are in positions above the rails, from which position it is necessary to allow the wheels to be placed upon the rails by a forward movement of the wheels. To accomplish the above movements of the wheels chocks 10 and 11 are provided. The chock 10 is placed outside of the rail as clearly shown in Fig. 1 and its under side at its inner edge is provided with an elongated slot 12 adapted to receive the rail 3 thereby providing means whereby the chock is prevented from movement when the wheels are forced upon the same. The inner upper edge of the chock is provided with a longitudinal rib 13, adapted to be engaged by the flange 8 of the wheel said rib 13 being positioned slightly inwardly from the longitudinal slot 12 substantially the distance of the thickness of the flange 8 so that when the flange is positioned against said ribs a forward movement of the wheel will place the flange on the proper side of the rail. The chocks 10 and 11 comprise body members 14, which may be cast and said castings may be lightened by means of the hollows 15, however their upper surfaces in cross section for compound curves 16, which are of the same degree in both chocks. These compound curves merge at their ends into corresponding inclined surfaces which incline toward the rails and vanish to an edge 17 said inclined surfaces being designated by the numerals 18.

The chock 11 is provided upon its under surface with a longitudinal slot 19 adapted to receive the rail 4, thereby preventing displacement of the chock when the wheels of the car are moved forwardly. A shoulder 20 is so positioned that when the flange of the wheel comes in contact with the same, said flange will be in position to engage the rail when a forward ro rearward movement is imparted to the wheels. A raised surface is provided for the reception of the tread of the

wheel, said surface being designated by the numeral 21 its ends curving downwardly as at 22 so that the treads of the wheel will roll easily on the rail, thereby preventing the possibility of the flange being replaced in the wrong position, such for instance as upon the top of the rail.

The operation is as follows, when a car is derailed, as shown in Fig. 1, a forward movement is imparted to the wheels, the flanges 8 and 9 of which will engage the curved surfaces 18 of the chocks. As further forward movement is imparted the flanges will move forwardly, but will be cammed toward the rails by the compound curves of the blocks until the flanges will come in contact with the rib 13 and the shoulder 20, after which a forward movement of the wheels will place the same upon the rails.

The invention having been set forth, what is claimed as new and useful is:—

Car replacer chocks comprising a pair of chocks, one of said chocks being positioned outwardly of one of the rails, said outwardly disposed chock being inclined toward the rail, the inner edge of said chock being provided with a longitudinal channel adapted to receive the rail, the portion of the chock immediately above the rail being flat, the ends of the flat portion being inclined and tapered to a sharp edge, a flange adjacent said flat portion of the chock, said flange being in parallel relation to the rail and spaced inwardly therefrom substantially the distance of the thickness of a wheel flange, the other chock being located inwardly of the other rail, said chock having an inclined surface tapering toward the inner side of said rail, said inclined surface terminating adjacent the upper face of the rail, a longitudinal channel in the outer edge of said chock for the reception of the rail, the portion of the chock above said longitudinal channel being flat and having its ends tapering to a sharp edge adjacent the tread of the rail and the inner edge of said flat portion forming a flange adjacent the inner edge of the tread of the rail.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN KAGA FRANK.

Witnesses:
THOS. D. MITCHELL,
ROBT. L. FRENCH.