Feb. 13, 1923. 1,445,071.

M. W. COLLINS.

RAILWAY CAR WHEEL BLOCK.

FILED JAN. 13, 1922.

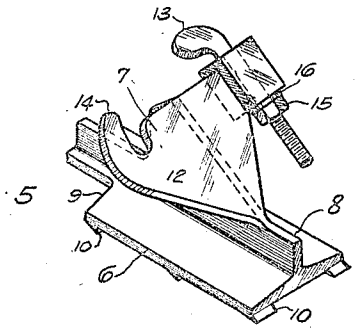


Fig. 1

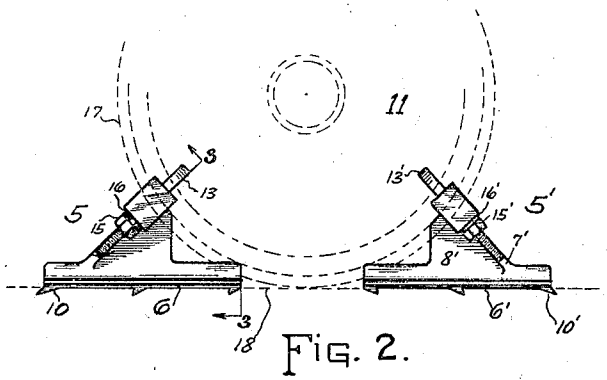


Fig. 2.

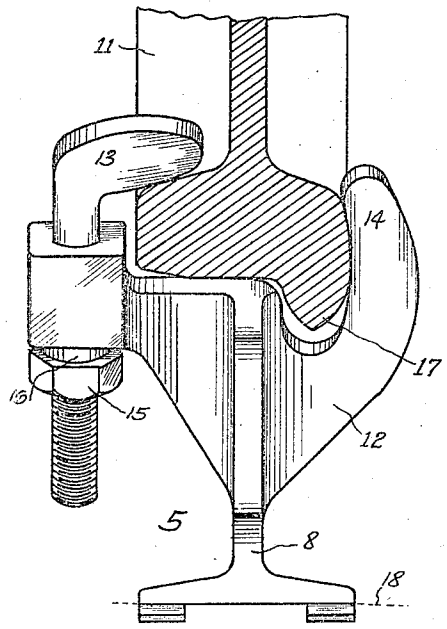


Fig. 3.

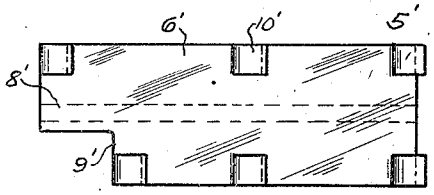


Fig. 4.

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UNITED STATES PATENT OFFICE.

MAURICE W. COLLINS, OF CHEYENNE, WYOMING.

RAILWAY-CAR-WHEEL BLOCK.

Application filed January 13, 1922. Serial No. 528,967.

To all whom it may concern:

Be it known that I, MAURICE W. COLLINS, a citizen of the United States, residing in the city of Cheyenne, in the county of Laramie and State of Wyoming, have invented certain new and useful Improvements in Railway-Car-Wheel Blocks, and have described the same in the following specification, illustrated by the accompanying drawings.

My invention relates to that class of blocks which are commonly used for stopping or holding mounted railway carwheels immovably in position as loaded on flat cars for transportation. Until now blocks of this class have commonly consisted merely of wooden wedges, unattached to the car wheels, but nailed individually to a car floor as often as they are used. It is the main object to my invention to position a block of this class immovably on a car floor without the use of nails, spikes or other removable means of attachment; to secure the block to the carwheel to which it is applied; and to apply the block immediately and tenaciously to the metallic rim of the wheel, and detach the same therefrom, easily and quickly, and without appreciable injury to the car floor. To accomplish these results, I make my improved carwheel block preferably of metal, and incorporate therein, as parts thereof, a baseplate which has underside teeth adapted to engage the car floor, a web upstanding from the baseplate, a sloping clamp plate surmounting the web, a jaw forming part of the clamp plate, an opposing jaw seated adjustably in an extension of the clamp plate and means for adjusting the opposing jaw.

In said drawings, illustrating the best manner in which I have contemplated applying the principles of the invention, Fig. 1 is a persepctive view of a carwheel block which is constructed in accordance with these principles. Fig. 2 is a side elevation of a pair of such blocks as operatively applied to a carwheel which is blocked thereby. Fig. 3 is a sectional elevation on the section line 3—3 of Fig. 2. Fig. 4 is a plan of the baseplate of one of said blocks as viewed from below.

In these figures the two blocks, which are denoted generally by the numerals 5 and 5′, differ merely as right and left members of a single co-operative pair, and are of one and the same general description. The block 5 comprises the oblong baseplate 6, the clamp 7, and the connecting web 8 by which the clamp is mounted on the baseplate. This plate is of generally rectangular form, but has at its forward end the re-entrant corner angle 9 for the accommodation of the flange of the carwheel to which the block is applied. It has on its underside a plurality of sharpened lugs, or teeth 10, pointing backward. The web 8 is cast integrally with the baseplate and extends from end to end thereof centrally. This web is adapted to contact with the tread of the carwheel 11, as shown in Figures 2 and 3. This wheel, as shown, is constructed in accordance with the well known Master Car Builders' standard. The clamp 7 comprises the transversely positioned plate 12, which is inclined backward toward the baseplate and is integrally united with the web 8 at right angles therewith. This clamp has two jaws, namely, the adjustable jaw 13 and the fixed jaw 14, which is an inward marginal part of the plate 12. The fixed jaw is a hook, slightly crescent-shaped, which is adapted to hug the flanged side of the wheel rim, as shown in Fig. 3; while the adjustable jaw is a hook bolt slidable in the outward marginal part of plate 12, and provided with the adjusting nut 15 and the standard spring lock washer 16. Between these jaws the upper and forward edge of the clamp-plate is contoured to bear the tread of the wheel and to accommodate its flange 17, as shown. Corresponding parts of the block 5′ are denoted respectively by the same numerals with primes.

A pair of my improved blocks may be applied to a mounted carwheel, standing on the car floor 18, by driving the right and left blocks forward in longitudinal alignment toward each other on the floor as wedges supporting the wheel, and by adjusting the clamps to the rim of the wheel as illustrated in Fig. 3. This clamping operation, which is effected by partially rotating the adjustable jaws and by turning the nuts thereon, forces the inner edge of the wheel rim slightly into the concavities of the fixed jaws and thus secures the blocks to the wheel. The teeth 10 and 10′, which cannot slide backward, settle automatically into immovable positions in the wooden floor 18; while the two blocks together constitute a single prolonged horizontal base for the wheel to which they are applied.

I claim as my invention—

1. A carwheel block of the specified class, comprising a baseplate, a web upstanding from the baseplate, a sloping clamp plate surmounting the web, a jaw forming part of the clamp plate, an opposing jaw seated adjustably in an extension of the clamp plate, and means for adjusting the opposing jaw.

2. A carwheel block of the specified class, comprising a baseplate having under teeth, a central longitudinal web upstanding from the baseplate, a transversely positioned clamp plate united with the web at right angles therewith and inclined backward toward the baseplate, a fixed jaw forming an inward marginal hook-shaped portion of the clamp plate, and an adjustable co-acting jaw seated in an outward extension of the clamp plate.

3. A carwheel block of the specified class, comprising a flat base having a plurality of under teeth pointing backward, a central longitudinal web upstanding from the base, a transversely positioned clamp plate surmounting the web and inclined backward toward the base, a hook-shaped jaw forming a marginal portion of the clamp plate, an adjustable hook bolt forming a co-acting jaw seated in an opposite marginal extension of the same plate, and means for adjusting the co-acting jaw.

4. A carwheel block comprising a baseplate, a web upstanding from the baseplate, a clamp plate surmounting the web in a sloping position and contoured at its upper edge to accomodate the flange and transversely engage the tread of a Master Car-Builders' standard railway carwheel, a jaw forming a marginal portion of the clamp plate for engaging one side of the wheel, a co-acting jaw adjustably seated in an opposite marginal extension of the clamp plate for engaging the other side of the wheel, and means for adjusting the co-acting jaw.

Witness my signature at Cheyenne, Wyoming, this 9th day of January, 1922.

MAURICE W. COLLINS.