Feb. 12, 1929.

1,702,169

M. J. NORMAN, SR

CHOCK BEAM

Filed July 20, 1927

2 Sheets-Sheet 1

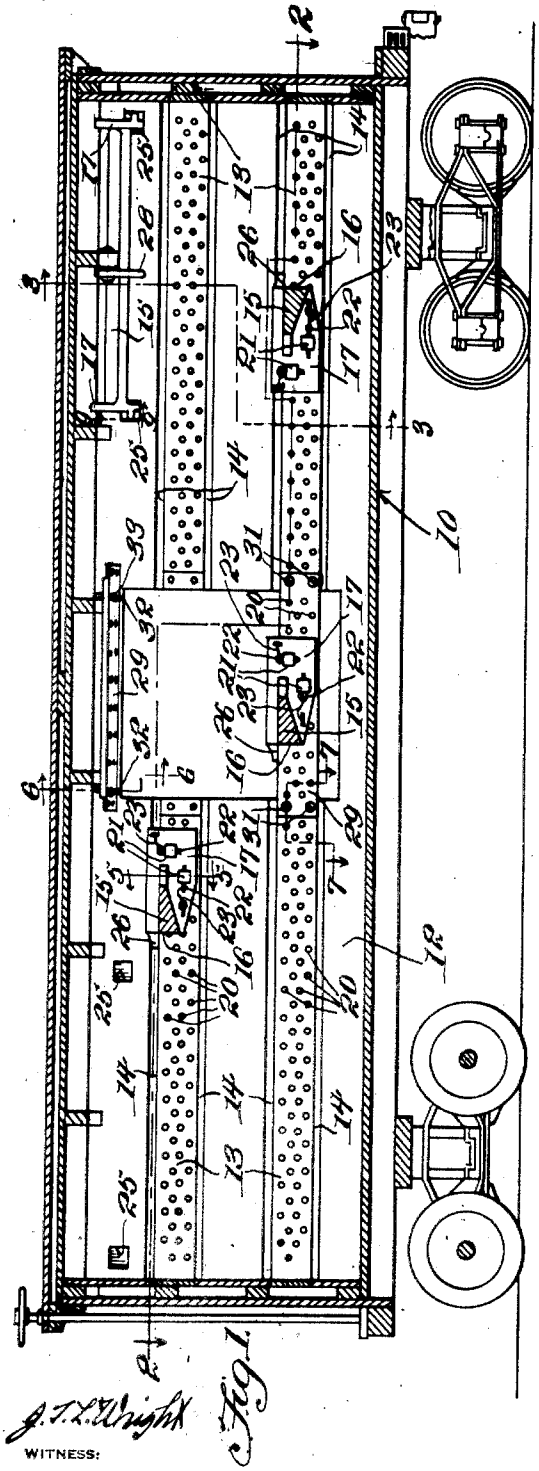


Fig. 1

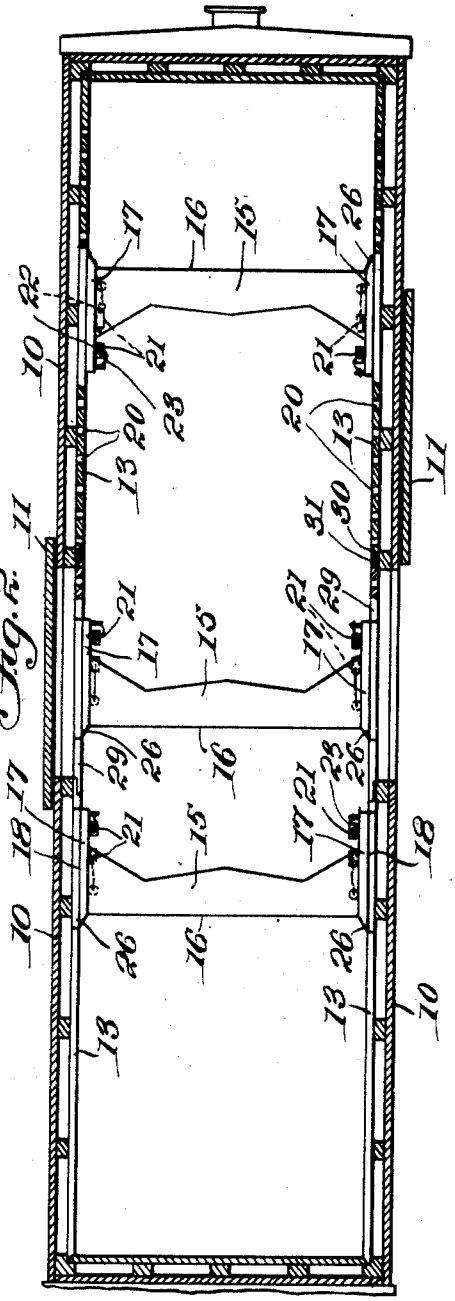


Fig. 2

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CHOCK BEAM

Filed July 20, 1927 2 Sheets-Sheet 2

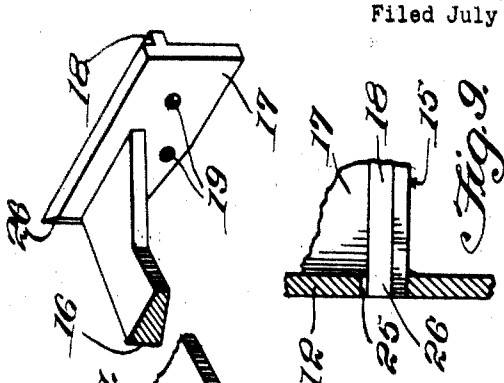


Fig. 4.

Fig. 9.

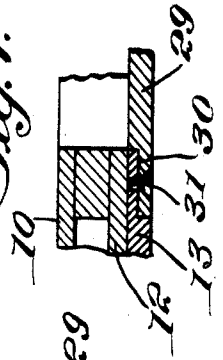


Fig. 7.

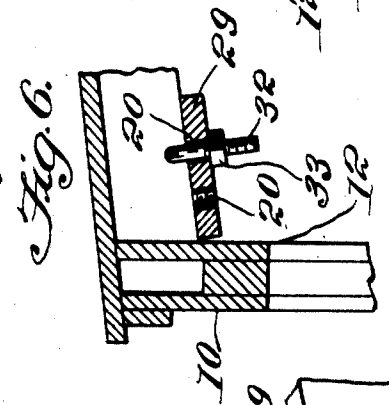


Fig. 6.

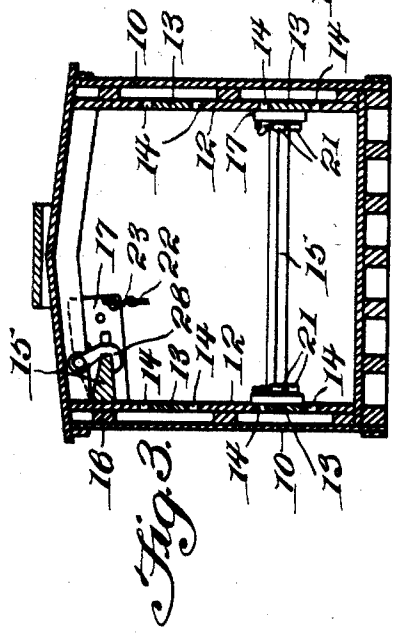


Fig. 3.

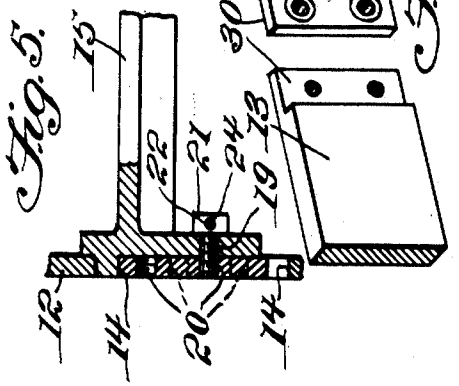


Fig. 5.

Fig. 8.

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Patented Feb. 12, 1929. 1,702,169

UNITED STATES PATENT OFFICE.

MOSES J. NORMAN, SR., OF NEWPORT NEWS, VIRGINIA.

CHOCK BEAM.

Application filed July 20, 1927. Serial No. 207,272.

This invention relates to means for chocking freight in cars and has for an object the provision of means which may be applied to freight cars of various types and adjustably positioned for engagement with the contents of the car in such manner as to prevent the contents from shifting, engagement being effected without marring or injuring the contents.

Another object of the invention is the provision of a freight chock which is strong and durable in construction, easily handled and readily secured in position for use, and which in addition may be stored in an out of the way place when not in use.

Another object of the invention is the provision of means of the above character which in addition to functioning as a chock, will serve to resist any bulging tendency of the car walls.

With the above and other objects in view, the invention further includes the following novel features and details of construction, to be hereinafter more fully described, illustrated in the accompanying drawings and pointed out in the appended claim.

In the drawings—

Figure 1 is a longitudinal sectional view through a freight car equipped with the invention.

Figure 2 is a section on the line 2—2 of Figure 1.

Figure 3 is a section on the line 3—3 of Figure 1.

Figure 4 is a detail perspective view of one of the chocks showing the beam partly broken away.

Figures 5, 6 and 7 are enlarged fragmentary sections taken respectively on the lines 5—5, 6—6 and 7—7 of Figure 1.

Figure 8 is a detail perspective view illustrating the joint shown in Figure 7.

Figure 9 is an enlarged fragmentary section taken on the line 9—9 of Figure 1.

Referring to the drawings in detail wherein like characters of reference denote corresponding parts, the reference character 10 indicates the side walls of a freight car and 11 the doors which are positioned centrally of the side walls. The car walls are sealed in the ordinary manner as indicated at 12. Included in the sealing 12 are preferably metal strips 13. These strips are preferably inset as shown in Figures 1 and 3 of the drawings and the sealing 12 is spaced from the upper edges of these strips so as to provide grooves 14. The strips 13 may be horizontally spaced and any number suitable may be employed.

The chocks, one of which is illustrated in Figure 4 of the drawings, comprises a beam 15. This beam is adapted to be horizontally arranged and is substantially wedge shaped in cross section so that its engaging edge 16 is relatively wide. This provides a broad face for engagement with the contents of the car to reduce danger of injury to said contents and without unduly increasing the weight of the beam. Secured to each end of the beam 15 is a beam carrier in the form of a panel 17. Extending along the outer face of the panels 17 are horizontally arranged tongues or ribs 18 which enter the grooves 14 and are slidable along the upper edges of the strips 13, so that the chock may be forced into position against the freight to hold the latter in place.

In order to prevent movement of the chock, the panels 17 are provided with spaced openings 19 which are adapted to register with horizontally and vertically spaced openings 20 provided in the strips 13. The openings 19 and 20 are adapted to receive bolts 21, which threadedly engage the openings 20 and in addition to holding the chock in position, act to resist any tendency of the car walls to bulge outward. Pins 22 which are secured to flexible members 23 carried by the panels 17, are adapted to enter openings 24 provided in the heads of the bolts 21 to hold the latter in position.

It will be apparent from the foregoing description and accompanying drawings that the chocks may be quickly and easily adjusted and held in adjusted position so as to prevent the contents of the car from shifting and to resist any tendency of the car walls to bulge outward. When not in use, the chocks are supported in an out of the way position adjacent the top of the car. For this purpose, the sealing 12 is provided with spaced openings 25 which are adapted to receive extensions 26 at the ends of the panels 17. Hooks 28 are pivotally secured to the top of the car so as to engage beneath the edge of the beam 15 as shown in Figure 1 and 3 of the drawings.

The strips 13 include removable sections 29 which are adapted to extend across the doorway of the car. These sections 29 have an overlapping engagement as shown at 30 with the adjacent ends of the strips 13 and are re-

movably secured in position by means of screws 31. When not in use, the sections 29 are supported beneath the top of the car by means of downwardly extending bolts 32 which pass through the openings 20 of the sections 29 and which have mounted thereon securing nuts 33.

It will be noted by reference to Figure 2 of the drawings that the openings 20 are arranged in double rows, so that the bolts 21 may be engaged in the upper double row of openings with the tongues or ribs 18 upon the upper edge of the strips 13, or, the position of the beam 15 may be reversed, that is, the tongue or ribs 18 may be positioned along the lower edge of the strip 13 with the bolts 21 engaged in the lowermost openings. This provides another adjustment for the beam.

The invention is susceptible of various changes in its form, proportions and minor details of construction and the right is herein reserved to make such changes as properly fall within the scope of the appended claim.

Having described the invention what is claimed is:—

In combination with a car, a chock comprising a beam, a slidable beam carrier at each end of the beam, means carried by and extending throughout the length of the car upon opposite sides thereof to slidingly engage the beam carrier and permit said beam to be horizontally adjusted, a removable section included in the car carried means and to secure the beam in adjusted position.

In testimony whereof I affix my signature.

MOSES J. NORMAN, SR.