To all whom it may concern:

Be it known that we, ARNOLD HENRIK STOCKHAUSEN, engineer, and WILLIAM GEORGE BRINKWORTH, engineer, subjects of the King of Great Britain and Ireland, and residents, respectively, of River street, East Adelaide, State of South Australia, Commonwealth of Australia, and of 22 Halifax street, Adelaide, State of South Australia aforesaid, have invented a certain new and useful Improved Scotch-Block for Stopping Runaway Railway or Tramway Vehicles, of which the following is a specification.

This invention relates to an improved Scotch-block device for use upon railways and tramways for the purpose of stopping runaway vehicles.

The block consists of a bed and a projection rigidly fastened together or formed of the one piece and having upon one side a spring catch engaging a rocker pivoted to the track and connected to a suitable operating lever. The rocker is operated and the block set upon the rail or removed therefrom by a lever alongside the track or may be operated by a lever and rods from a convenient cabin.

In order that our invention may be clearly understood we will describe the same with reference to the accompanying drawings in which:

Figure 1 is a plan view. Fig. 2 is an end view showing the alternative positions of the block and rocker. Figs. 3 and 4 are views from between the rails showing the block only with the jaw open and closed respectively. Figs. 5 and 6 are views to a larger scale showing sections on line a b of Fig. 3 and e d of Fig. 4 respectively showing the block with the jaw open and closed respectively.

The block consists of a bed A and an upward projection B rigidly fastened together or formed of the one piece. The bed A is made of somewhat angular cross section, one face lying upon and along the top of the rail and the other face lying along the inside face of the rail so that the wheel of the vehicle can mount and ride thereon. The face of the bed is provided with a renewable friction strip A of cast iron, and the end of the bed is tapered off to facilitate the mounting of the wheel. The projection B rises from the bed and is shaped to engage and hold the wheel when it has mounted on to the bed.

Upon the side of the block is a catch formed of a lower fixed member C projecting from the block and an upper movable member D held in a slot extending through the block. The lower member C has an upwardly projecting flange C, and the upper member D has a corresponding downwardly projecting flange D and an upwardly projecting flange D^2 upon its outside end. Above the upper member D is a spring E housed in the block which tends to close the upper member D upon the lower member C.

Upon the side of the bed A is pivoted a trigger lever H so placed as to be operated to lift the upper member D and open the catch when the wheel rides upon the bed.

The rocker K is pivoted to suitable supports between the rails and has upon one end a head K^2 adapted to be engaged by the spring catch above described. The rocker is connected by a rod L to a bell crank M and thence to a lever alongside the track or in a signal cabin. The head K^4 of the rocker is normally engaged by the spring catch so that by operating the rocker through its lever and connections the block may be placed in position upon the rail as shown in full lines in Fig. 2 to catch a vehicle or removed therefrom as shown in dotted lines in the same figure to permit the free passage of trains. Should a vehicle come along when the block is in place upon the rail the wheel mounts upon the bed A and strikes the projection B; at the same time its flange strikes and depresses the trigger lever H of the spring catch thereby opening and freeing the catch from the head K^4 of the rocker K, see Figs. 4 and 6, so that the wheel rides upon and pushes the block along the rail until its momentum is overcome.

Blocks comprising a bed A and a projection B may be kept at stations or elsewhere for emergencies or may be carried in a van for use in shunting operations.

Having now fully described and ascertained our said invention and the manner in which it is to be performed we declare that what we claim is:

1. In a device of the character described, a block, means for applying the block to a railway rail and removing it therefrom, and means whereby the block when applied and
engaged by a vehicle's wheel will be disengaged from the operating means.

2. A block comprising a bed and an upward projection rigidly fastened together and having upon one side a spring catch adapted to engage a rocker pivoted to the track and connected to a suitable operating lever.

3. A block comprising a bed and an upward projection rigidly fastened together and having upon one side a spring catch and a trigger adapted when struck by the vehicle wheel to open such catch, in combination with a rocker pivoted to the track and having a head adapted to be engaged by the said catch and connected by suitable connections to an operative lever whereby the rocker may be rocked and the block placed upon the rail or removed therefrom.

4. A block comprising a bed and an upward projection rigidly fastened together and having upon one side a catch formed of lower and upper members with a spring tending to close said members together and with a trigger lever adapted to be operated by the wheel of the vehicle for opening said members, in combination with a rocker pivoted to the track and having a head adapted to be engaged by the said catch and connected by suitable connections such as a rod and bell crank to an operative lever whereby the rocker may be rocked and the block placed upon the rail or removed therefrom.

In testimony that we claim the foregoing as our invention we have signed our names in the presence of two subscribing witnesses this 8th day of February 1913.

ARNOLD HENRY STOCKHAUSEN.
WILLIAM GEORGE BRINKWORTH.
Witnesses:
ARTHUR GORE COLLISON,
LESLIE HERBERT BRODRENT.