

H. W. BRAUN.
 CHOCK FOR RAILWAY ROLLING STOCK.
 APPLICATION FILED JUNE 10, 1912.

1,041,236.

Patented Oct. 15, 1912.

Fig. 1.

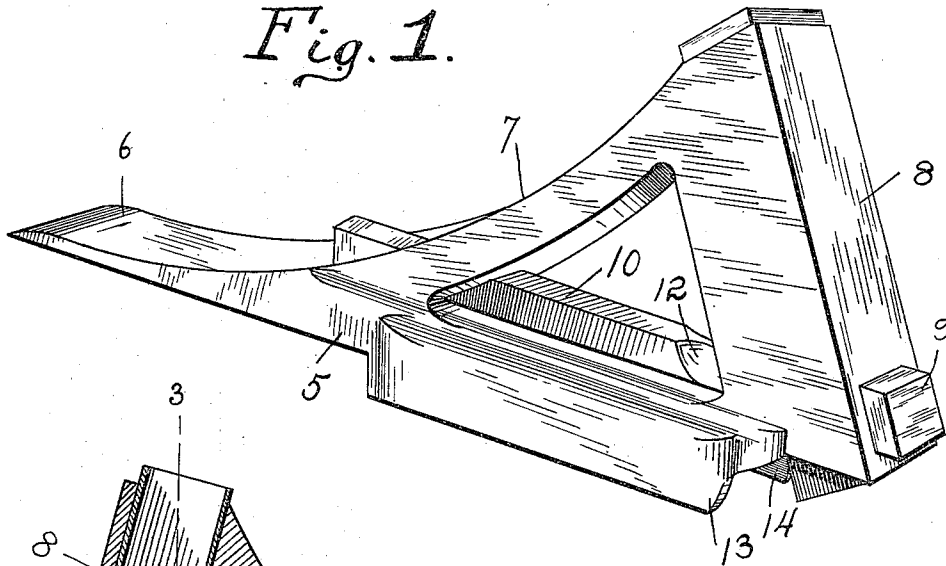


Fig. 2.

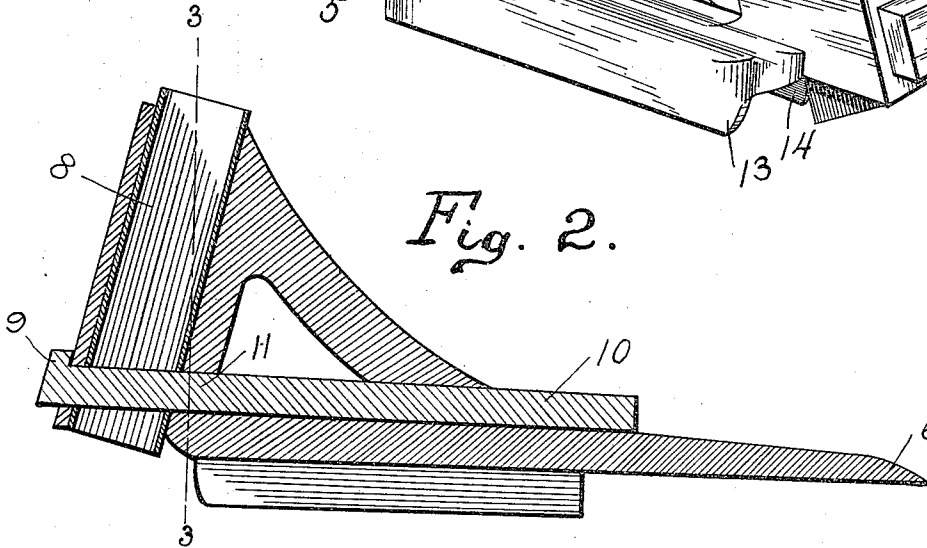


Fig. 3.

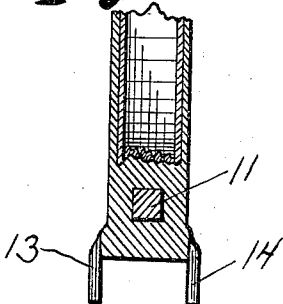
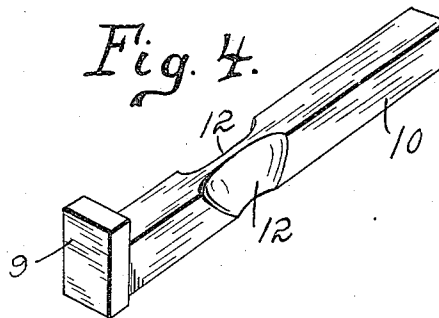


Fig. 4.



Witnesses
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HENRY W. BRAUN, OF LEMOYNE, PENNSYLVANIA.

CHOCK FOR RAILWAY ROLLING-STOCK.

1,041,236.

Specification of Letters Patent.

Patented Oct. 15, 1912.

Application filed June 10, 1912. Serial No. 702,796.

To all whom it may concern:

Be it known that I, HENRY W. BRAUN, a citizen of the United States of America, and resident of Lemoyne, in the county of Cumberland and State of Pennsylvania, have invented certain new and useful Improvements in Chocks for Railway Rolling-Stock, of which the following is a specification.

This invention relates to chucks for railway rolling stock and is adapted particularly for use on rails for the purpose of receiving a car wheel for arresting the movement of the car.

An object of this invention is to provide novel means for receiving a car wheel and for utilizing the weight of the car for increasing friction between the chuck and the rail for the purpose of overcoming the momentum of the car, novel means being also provided for causing an automatic release of friction increasing media such as sand, ground glass or the like which may find its way between the lower surface of the chuck and the tread of the rail.

A still further object of this invention is to provide a chuck of the character indicated which can be cast or formed in a single piece except the valve for controlling the passage of the material for increasing the friction.

With the foregoing and other objects in view, the invention consists in the details of construction and in the arrangement and combination of parts to be hereinafter more fully set forth and claimed.

In describing the invention in detail, reference will be had to the accompanying drawings forming part of this specification wherein like characters denote corresponding parts, in the several views, and in which—

Figure 1 illustrates a perspective view of the chuck embodying the invention; Fig. 2 illustrates a sectional view; Fig. 3 illustrates a vertical sectional view on a line corresponding with the line 3—3 of Fig. 2; and Fig. 4 illustrates a perspective view of the valve.

In these drawings I have shown the body of the chuck as comprising a base 5 having an extension 6 preferably tapered in width in order to facilitate the running thereon of the wheels of cars, the said body 5 having preferably a longitudinally concaved surface 7 to engage the tread surface of a wheel of a car.

The base 5 is further provided with an inclined chute or hopper 8 at one end for the purpose of containing a friction creating material, the said hopper being opened at its lower end but controlled by a valve adapted to be actuated by the wheel of a car running on a chuck. The valve is shown as having a head 9 on its outer end engaging the outer surface of the hopper 8 and a valve stem 10 slidable transversely through the hopper in an aperture 11 formed therein, the said valve stem being also slidable in an opening formed in that portion of the chuck adapted to engage a wheel of a car, the aperture in said portion forming a way through which the end of the stem projects into the path of travel of a wheel which passes on to the concaved surface of the chuck, the said valve stem being adapted to be thrust by the impact of the car wheel against its end for a purpose to be presently explained.

The valve stem 10 has recesses 12 on its sides and when the valve is in closed position, the recesses are outside of the chute 8 in the position shown in Fig. 12 but upon sliding movement longitudinally, the recessed portions of the valve stem pass into the chute 8 and the recesses form ports for the escape therethrough of the contents of the chute, thus allowing the said contents to escape on to a rail which supports the chuck.

The body 5 of the chuck has depending side flanges 13 and 14 for guiding the chuck on the rail, and the said flanges may be of any appropriate length.

I claim—

In a chuck, a body having a tapered extension, a hopper carried by the body, said hopper adapted to discharge on to a surface supporting the body, said hopper having an opening transversely thereof, a valve slidable in said opening and having a valve stem projecting into the path of travel of a wheel traveling on the extension of the body of the chuck, the valve having recesses in its sides forming ports when said recessed portion is within the hopper.

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

HENRY W. BRAUN.

Witnesses:

JOSEPH J. BLACK,
CHARLES P. BRAUN.