

H. ROOS.
CHUCK BLOCK.
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982,533.

Patented Jan. 24, 1911.

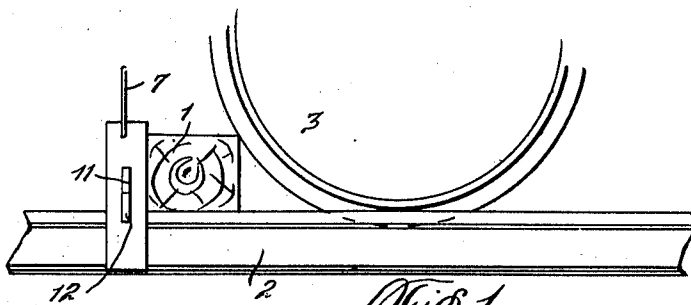


Fig. 1.

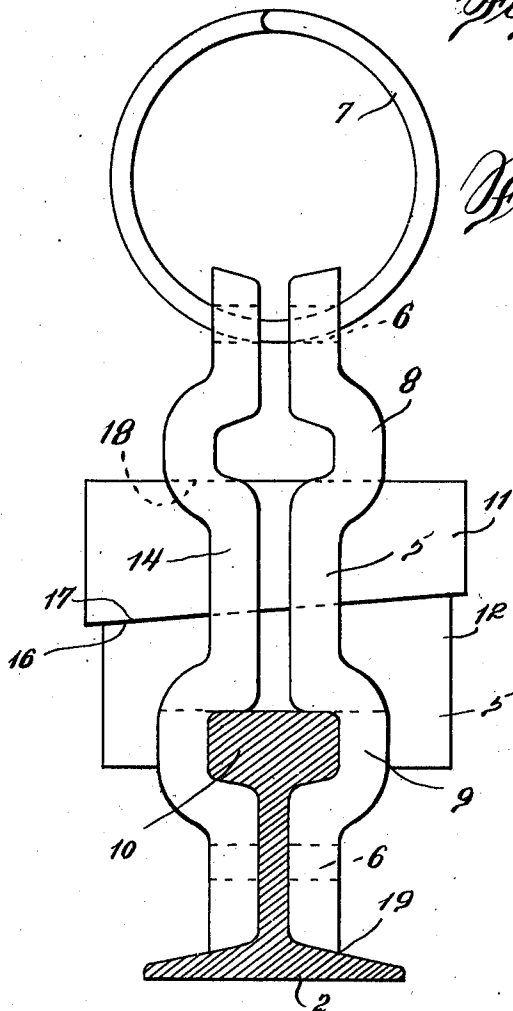


Fig. 2.

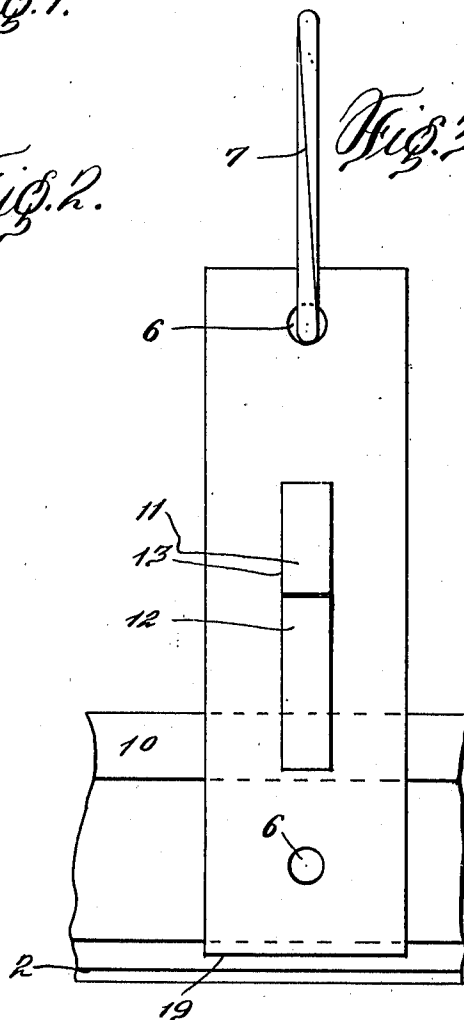


Fig. 3.

WITNESSES
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UNITED STATES PATENT OFFICE.

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CHUCK-BLOCK.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, HENRY ROOS, a citizen of the United States of America, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Chuck-Blocks, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to chuck blocks for industrial railways, the blocks being especially designed for chucking and retaining excavators, railway cranes and cars stationary upon a track while the excavator or crane is in operation.

The primary object of the invention is to provide novel stops or clamps that can be easily clamped to the rails of a track to retain a cross tie or bar against the wheels of a truck.

Another object of the invention is to provide stops that can be easily handled and clamped upon various sizes of rails.

A further object of the invention is to provide a device that can be used as a grab-hook in hoisting and handling rails.

I attain the above objects by a mechanical construction that will be hereinafter specifically described and then claimed, and reference will now be had to the drawing, wherein;

Figure 1 is a side elevation of the chuck blocks in position for holding the truck wheel of a car, Fig. 2 is an end view of the stop as clamped to a rail, and Fig. 3 is a side elevation of the same.

Each chuck block comprises two stops and a cross tie or cross bar, the cross tie or cross bar is designated 1 and is placed transversely upon rails 2 in engagement with the wheel 3 of a truck. To retain the cross tie in engagement with the wheels the stops are employed and are detachably clamped to the rail 2, as shown in Fig. 1. Each stop comprises two side plates 5 arranged in parallelism and having the upper and lower ends thereof provided with transversely alining openings 6 for a split ring or eyelet 7 adapted to retain the plates in proximity to each other, said ring or eyelet also serving functionally as a handle or grip for moving the plates. The plates 5 intermediate the ends thereof are provided with two rectangular off-set portions 8 and 9, the portion 8 being smaller than the portion 9, whereby the off-

set portions 9 can be fitted upon the head 10 of a rail that is larger than could be accommodated by the off-set portions 8. Should a smaller rail be encountered, it is only necessary to remove the ring 7, place the ring in the opposite ends of the plates 5 and then fit the off-set portions 8 upon the head of the small rail. The ends 19 are extended the proper length to allow of their bearing upon the top face of the rail flange.

To retain the stop upon the rail, two wedges 11 and 12 are used, these wedges being mounted in transverse openings 13 provided therefor in the plates 5, said openings intersecting the off-set portions 8 and 9 and the webs 14 of said plates between the off-set portions. The wedge 12 has depending ends 15 that can be easily fitted against the outer sides of the off-set portions 9, and the upper edge of the wedge 12 is beveled, as at 16 to be engaged by the beveled lower edge 17 of the wedge 11, which is driven between the wedge 12 and the upper edges 18 of the openings 13. A smaller sized wedge 12 will be used in connection with the off-set portions 8. When the wedges are placed in position and the wedge 11 driven home, the off-set portions 9 of the plates 5 will be firmly locked upon the head 10 of the rail 2 and firmly brace the cross tie or bar 1.

From the foregoing it will be observed that I have devised a novel chuck block that is simple in construction, inexpensive to manufacture, easy to install, and positive in its action, the stops of each block being made of light and durable metal.

What I claim, is:

1. The combination with a track of a transverse chuck block mounted upon said track, stops clamped to the rails of said track for holding said block, each stop comprising plates having off-set portions for engaging the rail heads of said track, a wedge extending through said plates and having depending ends fitting against the off-set portions of the plates, and a wedge extending through said plates and engaging the other wedge for binding it in position whereby the plates are locked in engagement with the heads of the rails of the track.

2. A stop of the type described embodying plates arranged in parallelism, said plates having rectangular off-set portions with two of said off-set portions larger than the remaining off-set portions, and means in com-

ination with a rail for holding said plates together.

3. A stop of the type described embodying plates arranged in parallelism, said plates having rectangular off-set portions with two of said off-set portions larger than the remaining off-set portions, means in combination with a rail for holding said plates to-

gether, and a ring detachably connected to said plates, substantially as described. 10

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

HENRY ROOS.

Witnesses:

MARTIN McGRATH,
CARL ANDERSON.