

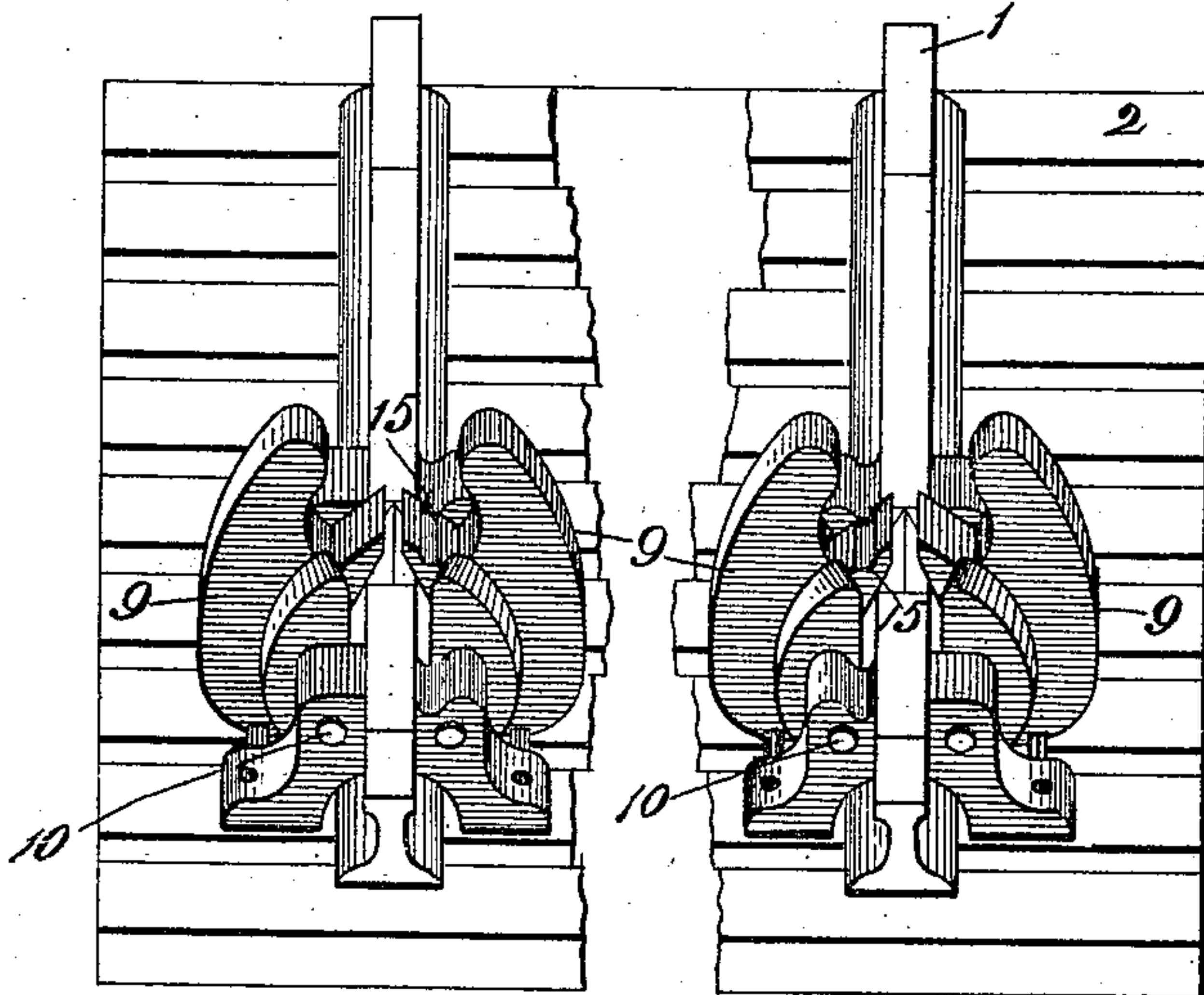
(No Model.)

C. WILHELMSSEN.  
CAR CHOCK.

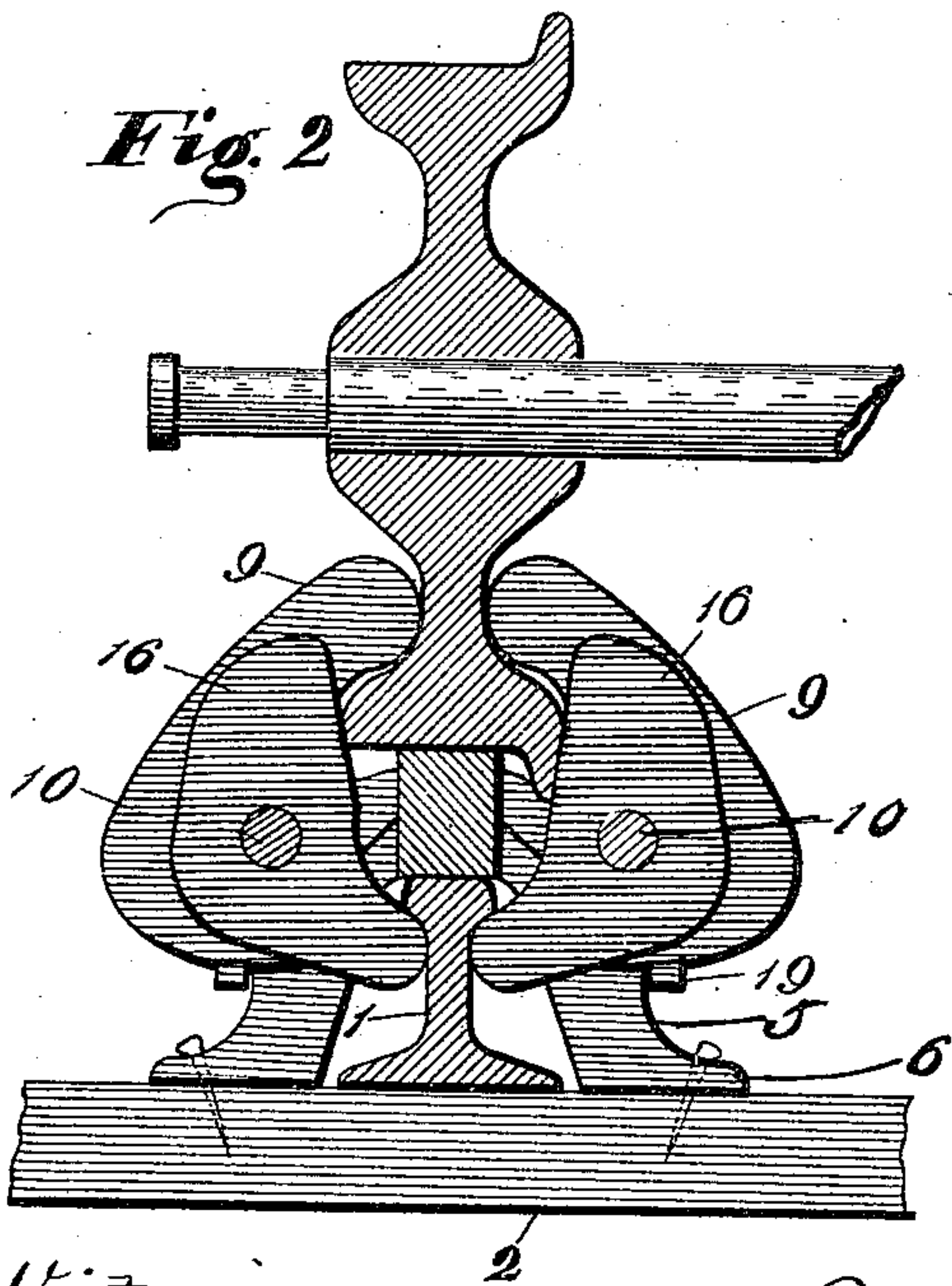
No. 579,667.

Patented Mar. 30, 1897.

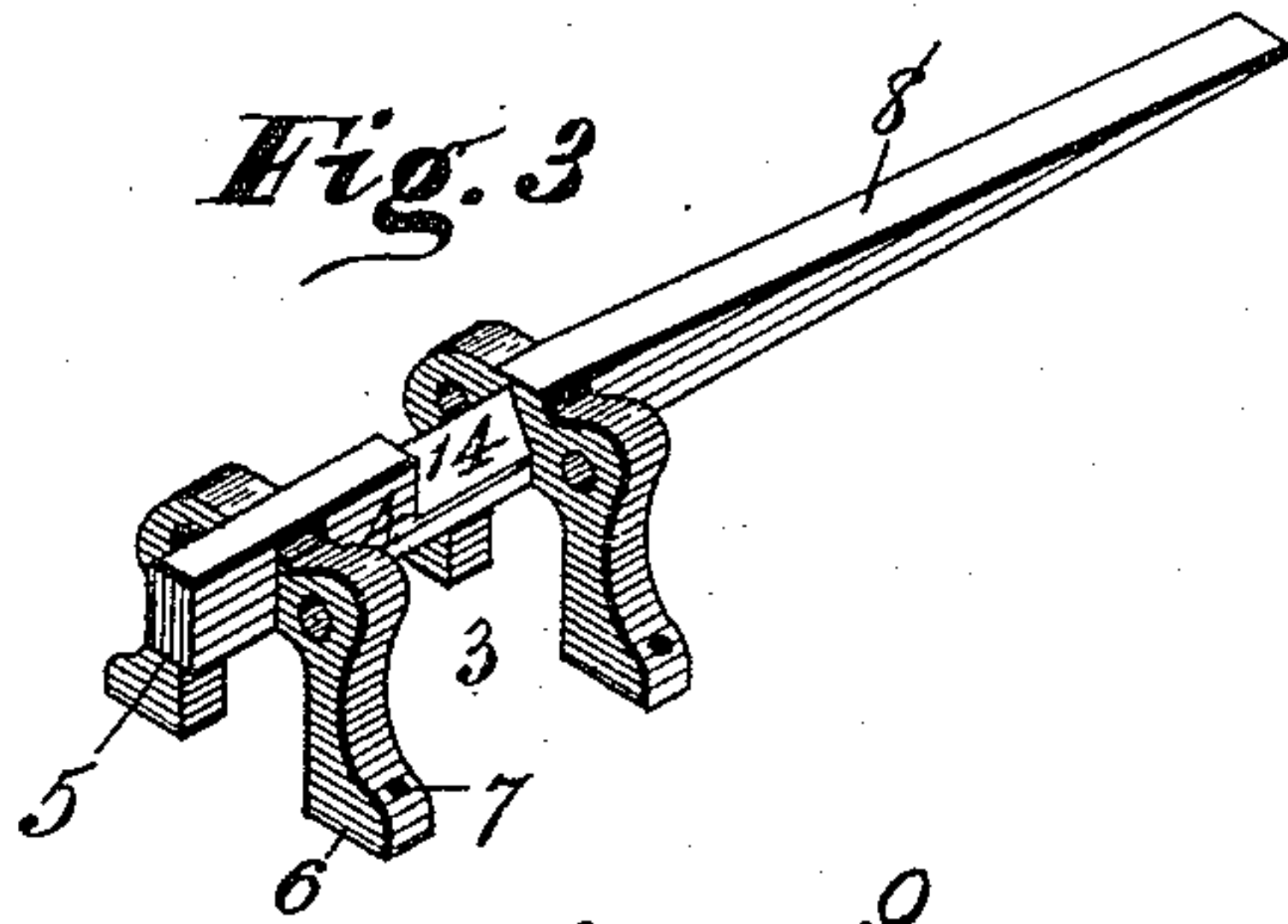
*Fig. 1*



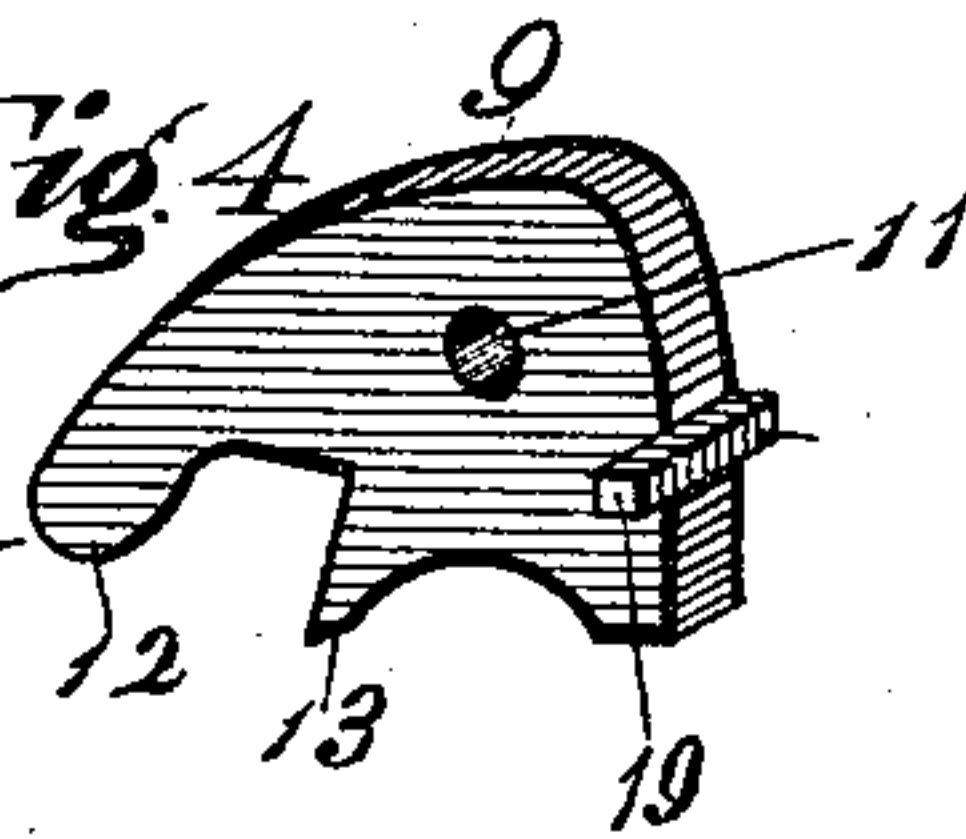
*Fig. 2*



*Fig. 3*



*Fig. 4*



*Fig. 5*



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# UNITED STATES PATENT OFFICE.

CHRIS WILHELMSSEN, OF JACKSON, MISSISSIPPI.

## CAR-CHOCK.

SPECIFICATION forming part of Letters Patent No. 579,667, dated March 30, 1897.

Application filed December 31, 1896. Serial No. 617,628. (No model.)

*To all whom it may concern:*

Be it known that I, CHRIS WILHELMSSEN, a citizen of the United States, residing at Jackson, in the county of Hinds and State of Mississippi, have invented certain new and useful Improvements in Car-Chocks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention has relation to a checking device or a car-chock intended, primarily, to take the place of the usual "bumper" for preventing the car from running off the end of the track.

It is now the common practice in providing a device for the purpose specified to erect a cumbersome and expensive bumper, formed of beams or an embankment, both of which occupy valuable space and are more or less unsightly, while by the use of my invention I provide a checking device of simple and cheap construction which may be mounted upon the track, at the end thereof or at any point where its coöperation is desired.

Briefly stated, the essential feature of my invention consists in mounting upon one of the track-rails or both of them, as may be preferred, a pair of jaws which by the action of the wheel of the car will automatically act simultaneously upon such wheel and the track, positively gripping both in such a manner that the movement of the wheel will be checked and the locking device securely anchored or gripped to the rail.

In the accompanying drawings, Figure 1 is a perspective view of my improved car-chock as applied to use upon two rails of the track. Fig. 2 is a vertical section of the wheel locked in position in the jaws. Fig. 3 is a perspective detail of the framework. Fig. 4 is a perspective detail of one of the gripping-jaws. Fig. 5 is a perspective detail of one of the anchoring-jaws.

Reference will be had to the various details by figures, and referring to the drawings, 1 represents a track-rail of the usual construction, secured in the manner common to such work to the ties 2. Adapted to straddle the rail at any desired point is the framework 3, consisting of the table 4 and the supporting-legs 5, adapted to rest upon the ties upon

either side of the rails. The feet 6 of said legs may be provided with the aperture 7, adapted to receive a spike or bolt, if deemed necessary, to secure the framework in position.

The table-section 4 is extended at one end and provided with the inclined face 8, said extension and table being designed to rest upon the track-rail and lie parallel therewith. Between the supporting-legs thus provided I pivot the gripping-jaws 9, disposed opposite each other upon either side of the rail and held in position by the shaft 10, which passes through the aperture 11, provided in the lower end of the jaws. It will be observed that said jaws are of peculiar configuration, especially upon their opposed faces. In general outline they may be said to be triangular, the aperture 11 being disposed in the base thereof. The inner faces of the jaws are provided with the inwardly-inclined extension 12 upon their upper ends, said extension being designed to positively grip and engage the wheel.

Immediately below the extension 12 is the lip 13, designed to fit within the recess 14, formed upon the table or section 4. Said lip provides the means by which the jaws are operated as they receive the tread of the wheel, and the weight thus placed upon them forces the upper end or extension 12 into positive engagement with the wheel.

It will be understood that the lip 13 upon the inner jaws is to be provided with the recess 15, (see Fig. 1,) adapted to receive the flange of the wheel, thus permitting an even tread to be made upon both lips of the jaws. Mounted upon the shaft 10, upon the opposite side of the jaws 9 as the wheels of the car approach the latter, and designed to coöperate therewith, are the anchoring-jaws 16, which in general outline are somewhat crescent-shaped. The jaws 16 are provided near the central section thereof with the transversely-disposed aperture 17, designed to receive the shaft 10. When each pair of jaws is thus mounted in position, they will snugly fill the space between the legs and will have a pivotal movement upon said shaft. The lower end 18 of the anchoring-jaws is so formed that it will snugly fit the rail with which it is designed to contact, while the upper end of said jaws is



provided with a beveled face, presenting a gradually-tapering passage-way to the wheel. By this arrangement it will be seen that as the wheel enters between the anchoring-jaws 5 the tapering faces thereof will at first permit the wheel to be freely received between them, but will gradually check the passage thereof as it travels farther in the tapering passage. The action of the wheel in thus riding against 10 the beveled faces of said jaws will result in forcing the upper ends thereof outward and incidentally draw the lower ends inwardly into positive contact with the track-rail, as clearly set forth in Fig. 2. This action of the 15 anchoring-jaws upon the track-rail obviates the necessity of securing the feet of the framework directly to the ties, as in practice it is thought that more desirable results will be reached if the checking device is permitted 20 to have a slight movement upon the track, thus preventing the violent jar which might otherwise result if said feet were permanently secured in position.

The jaws 9 are so mounted in position that 25 they will by action of gravity drop apart or automatically assume an open position when the pressure upon the lips 13 is removed, and in order to circumscribe the movement of said jaws I provide the stop 19, preferably formed 30 integrally with the jaw and designed to contact with the lower end of the anchoring-jaw or with the contiguous leg by which it is supported.

It will be observed from the foregoing description that the several parts of my invention may be cheaply and efficiently constructed from cast-iron or other cheap and suitable metal, resulting in a reliable car-checking device at a minimum cost. If deemed necessary, the anchoring-jaws may be formed of 40 a very hard metal, as steel or the like, and the gripping or lower ends thereof may be provided with a roughened face designed to bite into the track-rail and thus more positively engage therewith and anchor the car-check to its work. 45

The operation of my invention may be stated to be as follows: The framework, with its accompanying jaws properly mounted in 50 position thereon by means of the shafts 10, is placed, preferably in pairs, upon the track at any point where the coöperation thereof may be desired in such a manner that the extension 8 will extend in the direction of the approaching car when the wheels thereof 55 will ride upon said extension between the jaws 9. When the wheel is in position be-

tween said jaws, the tread thereof will rest upon the inwardly-extending lips 13, while the flange of the wheel will ride in the recess 60 15 and thus positively bind the upper ends 12 into positive engagement with the wheel. At this point the forward part of the wheel will engage the beveled faces of the anchoring-jaws, forcing the upper ends thereof asunder 65 and bringing the lower ends into positive contact with the web of the rail. This simultaneous coöperation of the jaws will check further movement of the wheel, which will be clearly apparent. 70

Having thus fully set forth the object, construction, and advantages of my improved car-checking device, what I claim as new, and desire to secure by Letters Patent, is—

1. A car-checking device of the character 75 specified consisting of the supporting-frame; an inclined extension secured to said frame and designed to receive the tread of the wheel; two pairs of jaws, so mounted upon said frame that they will utilize the tread of the 80 wheel to simultaneously grip the wheel and the track-rail, substantially as described and for the purpose set forth.

2. In a car-check the combination with the track-rail of jaws mounted on said rail so 85 that the upper end of one pair will grip the wheel while the lower end of the other pair will grip the track-rail as the wheel is entered between them, as and for the purpose set forth. 90

3. As an improvement in car-checks, the combination with the track-rail of a framework designed to rest thereon; two pairs of jaws pivotally mounted upon said framework and designed to simultaneously grip the 95 wheel and the rail, substantially as described and for the purpose set forth.

4. A car-check of the character specified having two pairs of pivoted jaws, one pair being provided with an inwardly-extending 100 lip designed to receive the tread of the wheel, while the other pair is provided with beveled faces adapted to utilize the movement of the wheel and grip by their lower ends the track-rail and means for holding said first pair of 105 jaws in an open position for the reception of the wheel, substantially as described and for the purpose set forth.

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

CHRIS WILHELMSEN.

Witnesses:

D. P. PORTER, Jr.,  
S. A. BEADLE.