

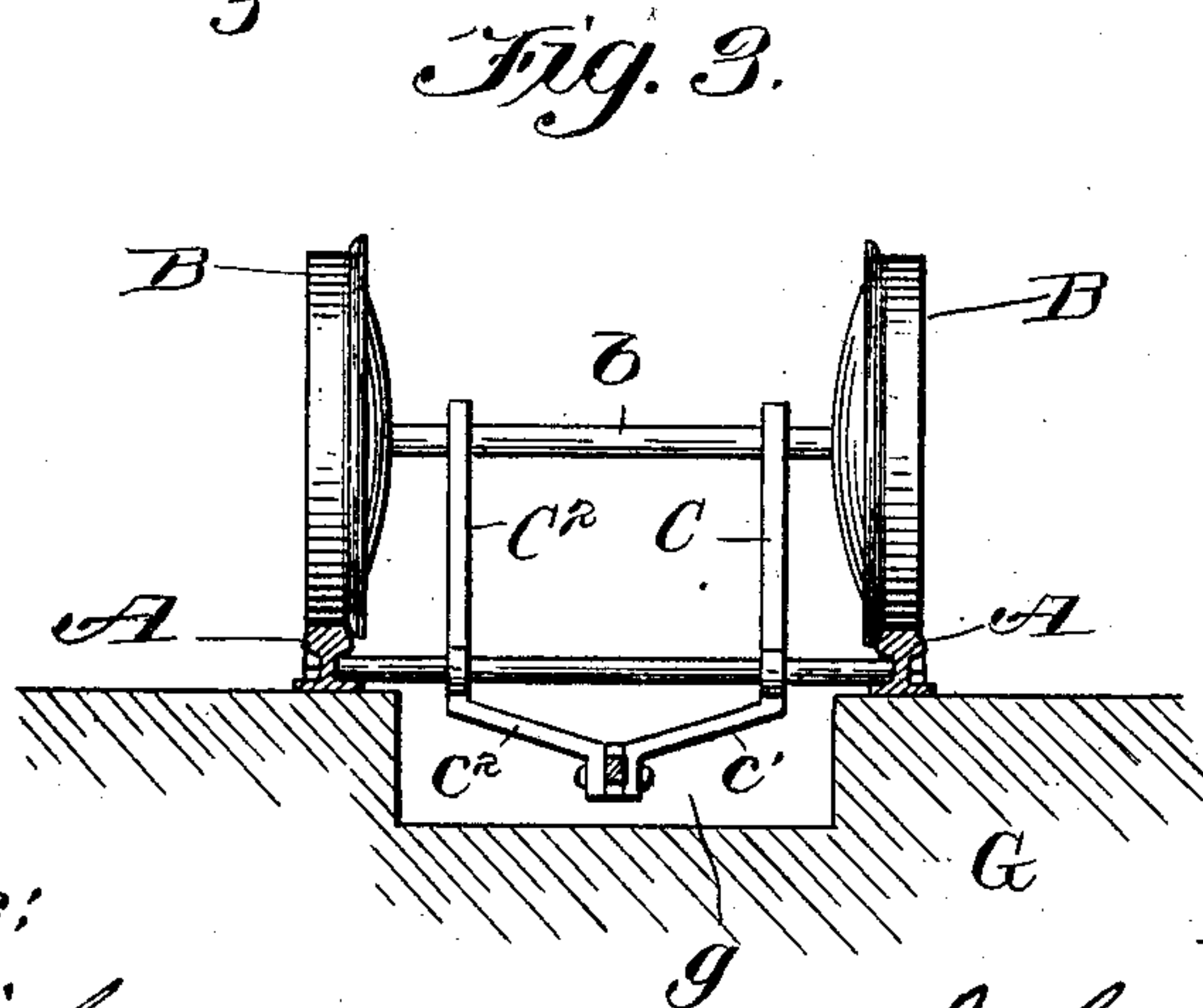
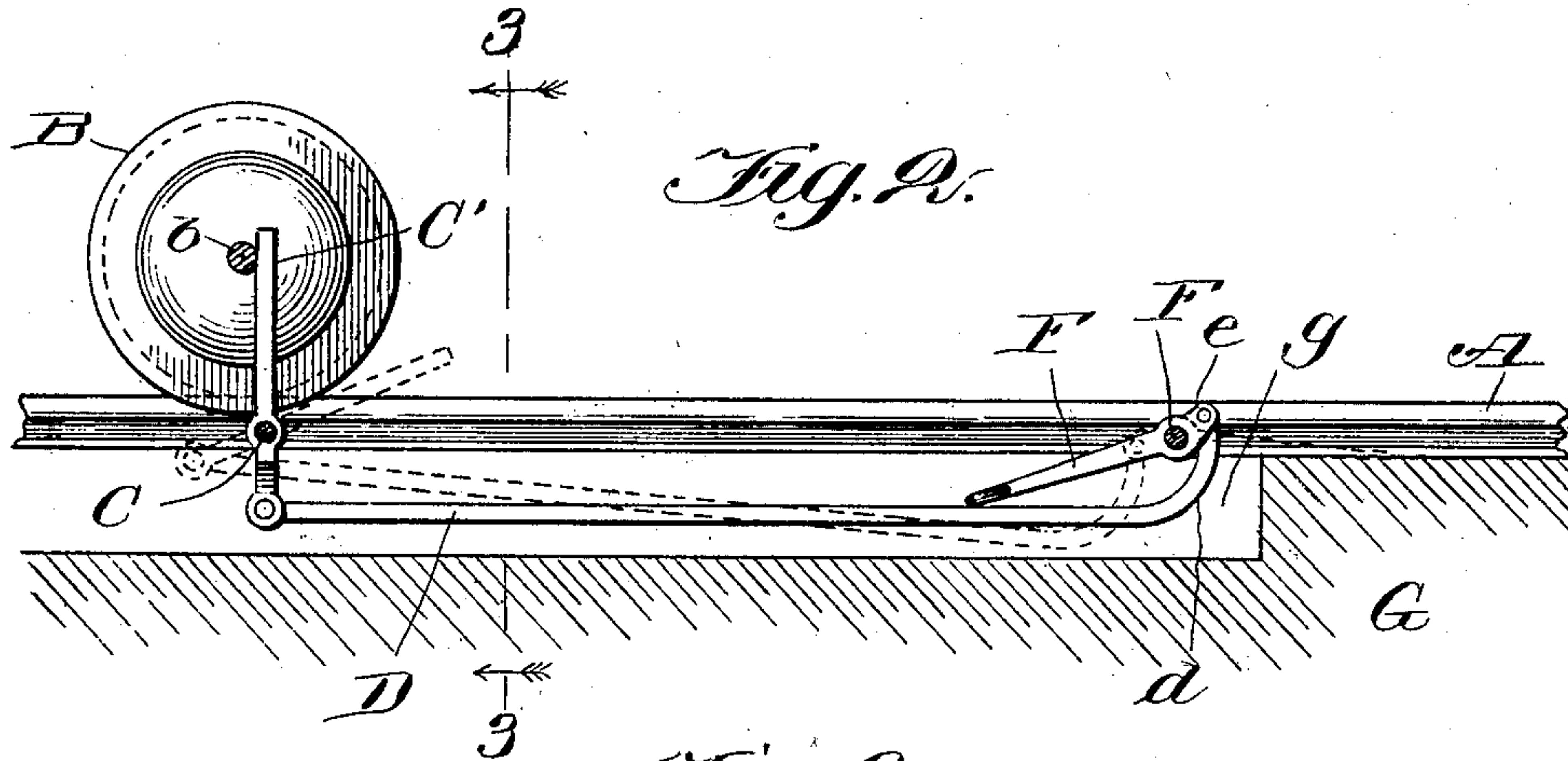
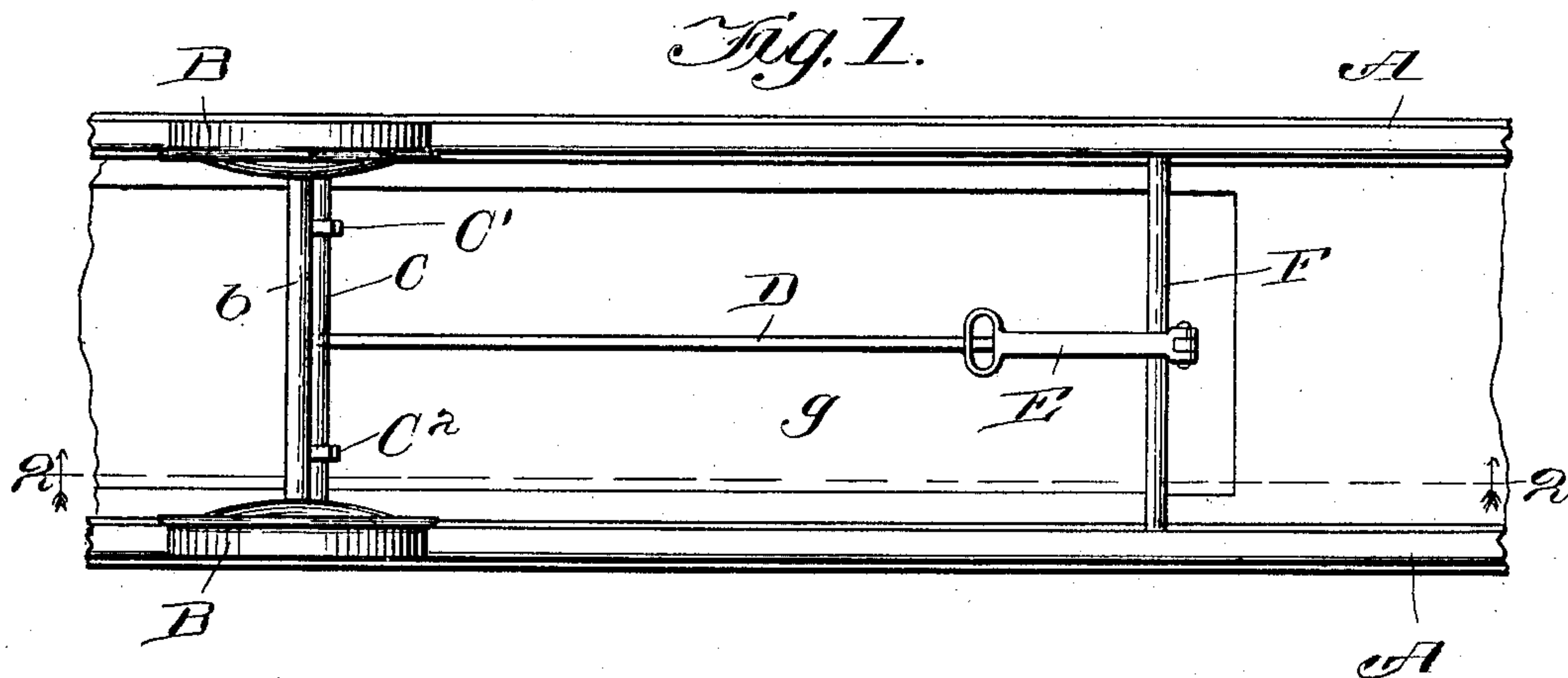
No. 763,836.

PATENTED JUNE 28, 1904.

J. W. AREGOOD.
CAR CHOCK.

APPLICATION FILED OCT. 17, 1903.

NO MODEL.



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UNITED STATES PATENT OFFICE.

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CAR-CHOCK.

SPECIFICATION forming part of Letters Patent No. 763,836, dated June 28, 1904.

Application filed October 17, 1903. Serial No. 177,451. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. AREGOOD, a citizen of the United States, residing at Chicago, county of Cook, State of Illinois, have invented a certain new and useful Improvement in Car-Chocks; and I 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 pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates in general to chocks for stopping the movement of the car and retaining it immovable at a given point, and more particularly to a chock especially designed for use in a brick-drier.

In brick-driers cars are loaded with green bricks and rolled upon tracks into the drier-tunnels, which are usually slightly inclined. The cars pass into the tunnels through doors at the higher ends thereof and out of the tunnels when the bricks have been dried through doors at the opposite lower ends of the tunnels. It is therefore necessary to provide means to prevent the cars when rolled into the tunnels from passing entirely through the drier and out of the front doors thereof.

The primary object of my invention is to provide a chock which may be rigidly held in position to stop the cars before they reach the front doors of the tunnels and which may be readily removed from the path of movement of the cars when the bricks thereon have been dried and it is desired to roll the cars out of the tunnels.

A further object of my invention is to provide a chock for cars which will be simple in construction, inexpensive in manufacture, and efficient in operation.

My invention, generally described, consists in a shaft supported transversely across the track, arms movably mounted on the shaft, a rod pivotally connected at one end to said arms, a lever pivotally connected to the opposite end of the rod, the relative connections between

the arms, rod, and lever being such that in one position of the lever the arms are rotated to project upwardly above the track into the path of the axle of the car and in another position of the lever the arms are swung downwardly out of the path of movement of the car.

My invention will be more fully described hereinafter with reference to the accompanying drawings, in which the same is illustrated as embodied in a convenient and practical form, and in which—

Figure 1 is a plan view showing a portion of a track and one truck of a car with my invention in operative position relatively thereto; Fig. 2, a sectional elevational view on line 2 2, Fig. 1; and Fig. 3, a cross-sectional view on line 3 3, Fig. 2.

The same reference characters are used to designate the same parts in the several figures of the drawings.

Reference-letter A designates the rails of a track, which may be located within the tunnel of a brick-drier to support the cars loaded with bricks to be dried.

G designates the ground, while *g* indicates a passage formed between the rails and below the surface of the ground which permits the hot air and products of combustion to circulate beneath the cars when the invention is applied to a brick-drier.

B designates a pair of wheels united by an axle *b*, which constitute the truck at one end of a car.

C indicates a fixed shaft extending transversely across the track and supported at its opposite ends below the treads of the rails.

C' and C² indicate radial arms movably mounted on the shaft C and of a length greater than the radius of the car-wheels, so that they may be projected above the plane of the axle of the car-truck. The lower ends of the arms C' and C² extend toward each other and are pivotally connected to one end of a rod D. The opposite end of the rod D is pivotally connected to the short arm *e* of a lever E. The lever E is journaled upon a shaft F, extend-

ing transversely across the track and located below the treads of the rails.

The location of the shafts C and F below the treads of the rails permits the lower ends 5 c' and c'' of the arms C' and C'' and the rod D to lie within the passage g , formed below the rails of the track.

The end of the rod D, which is pivotally connected to the short arm e of the lever E is 10 preferably curved upwardly, as clearly shown in Fig. 2, so that when the lever is thrown to the position shown in full lines in Fig. 2 the opposite ends of the rod D lie in a plane above the shaft F, upon which the lever E is jour- 15 naled.

The operation of my invention will be readily understood from the foregoing description and is as follows: When it is desired to set the chock in position to prevent the move- 20 ment of the car along the rails of the track toward the right in Figs. 1 and 2, the lever E is swung to the position shown in full lines in the figures. Such movement of the lever reciprocates the rod D, so that the arms C' and 25 C'' are projected upwardly into the path of movement of the axle b of the car-truck, so as to serve as stops to prevent the movement of the car along the tracks. By locating the opposite end of the rod D in a plane above 30 the shaft F the arms C' and C'' are positively locked in an upright position to stop and immovably retain the car when the front axle thereof engages the arms. When it is desired to roll the cars along the track toward the 35 right in Fig. 1 and 2, the lever E is swung about the shaft F through approximately one hundred and eighty degrees, so as to occupy the position shown in dotted lines in Fig. 2. Such 40 movement of the lever through the connecting-rod D swings the arms C' and C'' downwardly out of the path of movement of the axle b of the car-truck, thereby permitting the car to pass over the arms and along the track.

When my improved chock is used in the 45 tunnel of a brick-drier, it is set in the position shown in full lines prior to rolling the cars loaded with green bricks into the drier, and thereby serves to prevent the car from pass- 50 ing along the tunnel out of the drier. When the bricks have been dried and it is desired to roll the car out of the drier, the chock is adjusted by means of the lever E to the position shown in dotted lines in Fig. 2, thereby 55 permitting the car to roll along the tracks and out of the drier.

From the foregoing description it will be observed that I have invented an improved 60 car-chock, which may be readily adjusted to stop and retain a car at a desired point upon a track, and which may be easily removed from the path of movement of the car to permit further movement thereof upon the track,

and which when used in a brick-drier avoids any danger of the cars loaded with green 65 bricks from passing entirely through the drier and out of the front doors thereof, but at the same time permits the cars when the bricks are dried to be readily rolled out of the tunnels at the front thereof. 70

While I have described more or less precisely the details of construction, I do not wish to be understood as limiting myself there- 75 to, as I contemplate changes in form, the proportion of parts, and the substitution of equivalents as circumstances may suggest or render expedient without departing from the spirit of my invention.

Having now fully described my invention, what I claim as new, and desire to secure by 80 Letters Patent, is—

1. In a chock for cars, the combination with an arm, means for movably supporting said arm adjacent to a car-track, and means for moving said arm into position to stop the for- 85 ward movement of a car, and means for moving said arm out of the path of the car by swinging the same in the direction of movement of the car.

2. In a chock for cars, the combination with 90 a shaft extending transversely between the rails of a track, an arm mounted upon said shaft, and means for rotating said arm upon said shaft into position to stop the forward movement of a car, and means for removing 95 said arm from the path of the car by rotating the same forwardly with respect to the direction of movement of the car.

3. In a chock for cars, the combination with a shaft extending transversely between the 100 rails of a track, an arm mounted upon said shaft, a rod operatively connected to said arm for swinging the same into and out of the path of movement of a car, and an actuating-lever operatively connected to said rod and adapted 105 when swung to one side of its fulcrum to lock said arm in position to stop the forward movement of the car.

4. In a chock for cars, the combination with a shaft extending transversely between the 110 rails of a track, an arm mounted upon said shaft, a second shaft extending transversely between the rails of the track, a lever movably mounted upon said second shaft, a rod oper- 115 atively connecting said arm and lever whereby the movement of said lever into substantially horizontal position at opposite sides of its fulcrum will project said arm into and with- draw it from the path of movement of a car.

5. In a chock for cars, the combination with 120 a shaft extending transversely between the rails of a track, of a pair of radial arms rotatively mounted upon said shaft, said arms having converging ends extending below said shaft, a rod pivotally connected at one end 125 between the converging ends of said arms, a

second shaft extending transversely between
the rails of the track, a lever pivotally mount-
ed upon said second shaft and operatively
connected to the other end of said rod, the con-
5 nections between said arms, rod and lever be-
ing such that in one position of the lever the
arms are projected into the path of movement
of the car-axle and locked in such position

owing to the ends of the rod lying in a plane
above the fulcrum of said lever. 10

In testimony whereof I sign this specifica-
tion in the presence of two witnesses.

JOHN W. AREGOOD.

Witnesses:

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