G. N. CRAWFORD.

WHEEL CHOCK.

APPLICATION FILED MAY 6, 1909.

936,417. Patented Oct. 12, 1909.

Fig. 1.

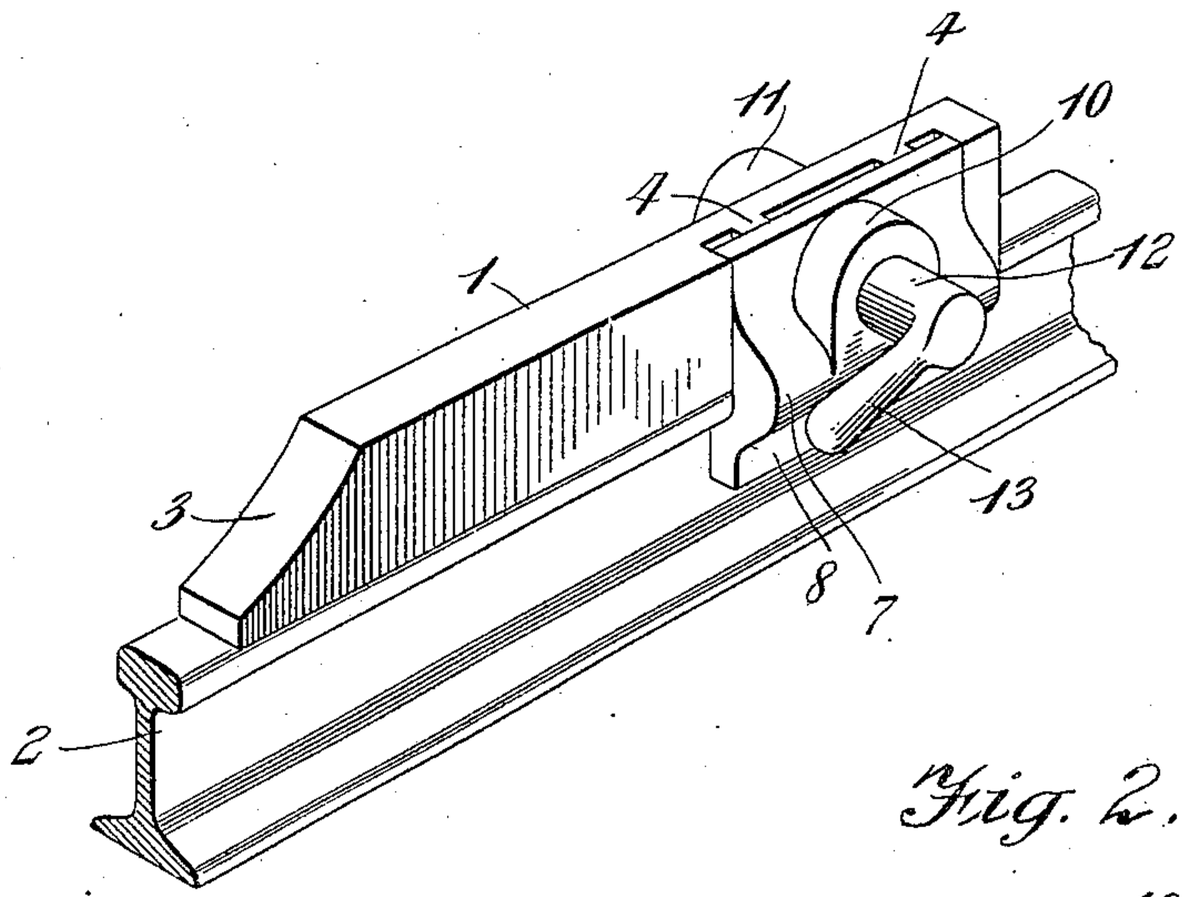

Fig. 2.

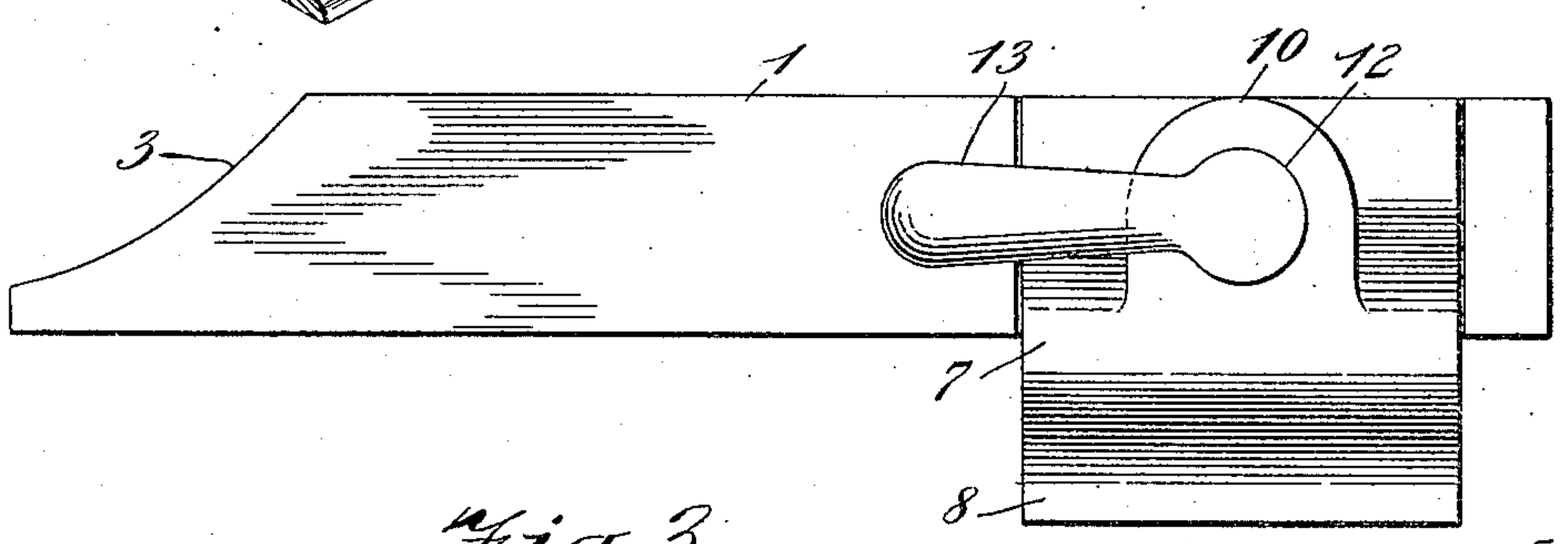

Fig. 3.

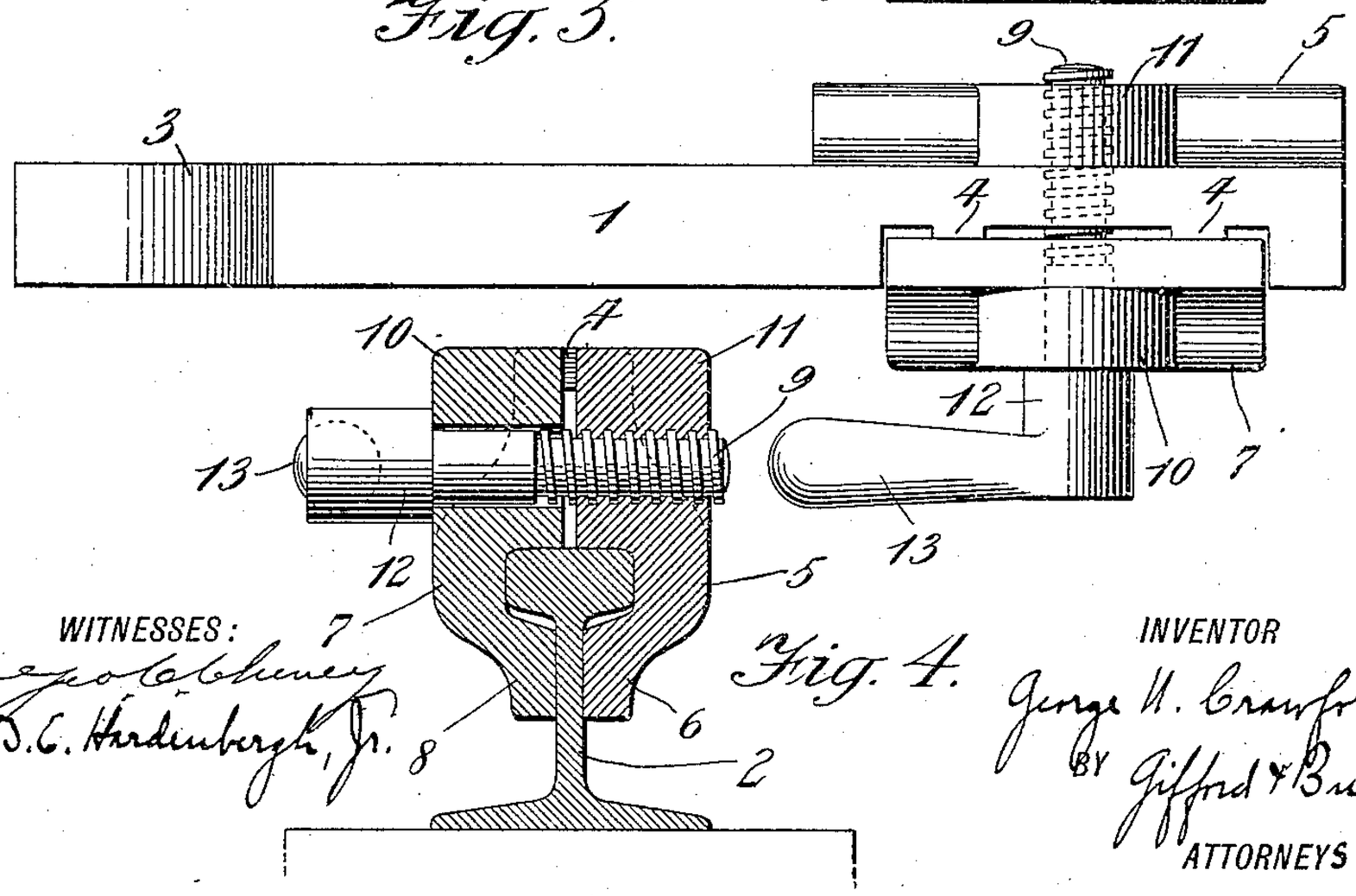

Fig. 4.

WITNESSES:

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WHEEL-CHOCK.

936,417. Specification of Letters Patent. **Patented Oct. 12, 1909.**

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To all whom it may concern:

Be it known that I, GEORGE N. CRAWFORD, a citizen of the United States, and a resident of Chicago, in the county of Cook and State of Illinois, have invented a certain new and useful form of Wheel-Chock, of which the following is a specification.

In the use of machines such as excavators, derricks and the like, adapted to be operated and moved from place to place on rails, it is necessary that movement of the machine along the rails be prevented when it is desired to operate the machine in any fixed position. The force tending to move the machine along the rails is great, especially where the power of the machine is exerted lengthwise of the track, as, for example, in the operation of a scraper bucket excavator when the bucket is dragged toward the machine on a line substantially parallel with the track; it is therefore necessary that any device used to hold the machine in a fixed position on the rails be strong and effective, and at the same time capable of ready removal or adjustment of position without loss of time or labor.

It is the purpose of my invention to provide a wheel chock of novel form which may be attached to or detached from a rail with ease and rapidity, and which when in position is firmly secured in place and capable of withstanding, without movement, any force tending to move it along the rail.

In the drawings herewith, I have shown and will hereafter describe a preferred form of wheel chock embodying my invention which consists in the design, arrangement, combination and operation of parts as set forth in and falling within the scope of the claims hereto appended.

In the drawings herewith like characters of reference denote like parts in all the figures thereof.

Figure 1 represents a view in perspective of a wheel chock embodying my invention as secured in position on a rail; Fig. 2 represents a view in side elevation of a wheel chock embodying my invention; Fig. 3 represents a plan view of the same; Fig. 4 represents a vertical view in section taken transversely of the chock and rail at the point of attachment.

The preferred form of wheel chock embodying my invention comprises an elongated chock member 1, adapted to rest on top of a rail 2, having a tapered end 3 and provided adjacent the opposite end with a recess, the side of the member 1 within the recess being formed with lugs 4 adjacent the top thereof. Integral with member 1 at the side opposite the recess therein is formed a clamp portion 5 extending downward around the head of the rail and having its lower portion 6 adapted to abut the face of the rail web. A loose clamp member 7 having its upper portion adapted to be positioned in the recess in member 1, in like manner extends downward and is provided with a lower portion 8 adapted to abut the face of the rail web. A screw 9 passing through a bore in a shoulder 10 formed centrally of member 7, passes through and is threaded in member 1 and a shoulder 11 formed thereon; screw 9 is provided with a shoulder 12 abutting shoulder 10 around the bore therein, and is turned by means of a handle portion 13.

The operation of my novel wheel chock will be readily understood from the above description. The screw is turned to move it outward sufficiently to permit of the passing of the rail head between the clamps in order that portions 6 and 8 may be positioned below the head of the rail. Member 1 rests on top of the rail head extending lengthwise thereof and the screw is then turned to move the clamp member 7 inward to its position in the recess in member 1, the clamps being thereby securely positioned around the rail head and portions 6 and 8 bearing against the rail web. The attachment of the chock to the rail may be made with rapidity and with great security by reason of the power which may be exerted through the screw and handle to bring the clamps together. The bottom of member 1 is shaped to conform to the upper surface of the rail head, the latter being substantially flat in the example shown.

In placing the wheel chock in position the tapered end of member 1 is inserted under a wheel of the machine which it is desired to secure in a fixed position, and the chock prevents any movement of the wheel along the rail in the direction in which the chock is placed. A plurality of chocks are ordinarily employed in accordance with the number of wheels with which the machine is equipped and with the tendency of the machine to be moved from its fixed position in

one direction only or in either direction along the track.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent is:

1. A wheel chock, comprising a chock member adapted to rest on the top of a rail, a fixed clamp extending below and beneath the head of the rail, a movable clamp and means for operating the movable clamp to any desired position.

2. A wheel chock, comprising a chock member adapted to rest on the top of a rail, a fixed clamp and a movable clamp extending below the head of the rail and adapted to abut the face of the rail web, and means for operating the movable clamp, said means comprising a screw extending through the chock member and the movable clamp.

3. A wheel chock, comprising a chock member adapted to rest on the top of a rail, a fixed clamp and a movable clamp extending below the head of the rail and adapted to abut the face of the rail web, and means for operating the movable clamp, said means comprising a screw extending through the movable clamp and threaded in the chock member.

4. A wheel chock, comprising a chock member adapted to rest on the top of a rail and provided with a recess in one of its sides, a clamp formed integral with said chock member and extending below the rail head, a movable clamp extending below the rail head and entering the recess in the chock member above the rail, said clamps being adapted to abut the face of the rail web and means for operating the movable clamp member.

5. A wheel chock, comprising a chock member adapted to rest on the top of a rail and provided with a recess in one of its sides, a clamp formed integral with said chock member and extending below the rail head, a movable clamp extending below the rail head and entering the recess in the chock member above the rail and means for operating the movable clamp member, said means comprising a screw extending through the chock member and the movable clamp.

6. A wheel chock, comprising a chock member adapted to rest on the top of a rail and provided with a recess in one of its sides, a clamp formed integral with said chock member and extending below the rail head, a movable clamp extending below the rail head and entering the recess in the chock member above the rail and means for operating the movable clamp member, said means comprising a screw extending through the chock member and the movable clamp and threaded in the chock member.

7. A wheel chock comprising a chock member adapted to rest on the top of a rail, a fixed clamp and a movable clamp extending below the head of the rail and adapted to abut the face of the rail web on opposite sides thereof, and means for adjusting the movable clamp to any desired position.

8. A wheel chock comprising a chock member adapted to rest on the top of a rail, a fixed clamp and a movable clamp extending below the head of the rail and adapted to abut the face of the rail web on opposite sides thereof, and means for adjusting the movable clamp to and retaining the same in any desired position.

9. A wheel chock comprising a chock member adapted to rest on and extending lengthwise of the top of a rail, a clamp formed integral with said chock member, a movable clamp; said clamps extending below the rail head and adapted to abut the face of the rail web on opposite sides thereof, and means for operating the movable clamp.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

GEORGE N. CRAWFORD.

Witnesses:
WM. R. ELDEN,
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