L. SPRINGER & J. F. BALLAMY.

CAR ARRESTER.

APPLICATION FILED FEB. 3, 1910.

976,310.

Patented Nov. 22, 1910.

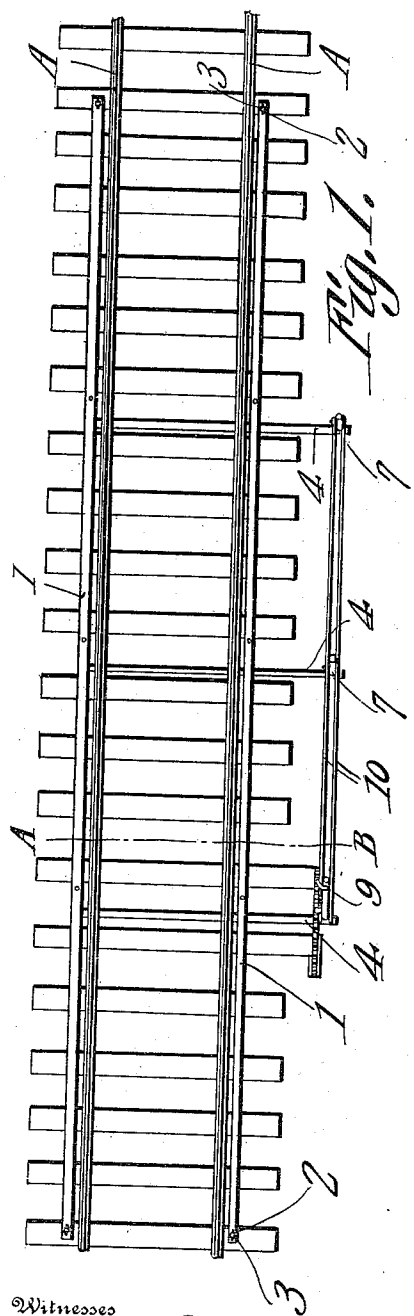

Fig. 1.

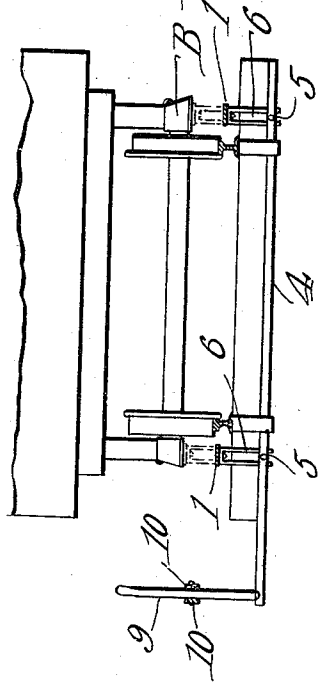

Fig. 2.

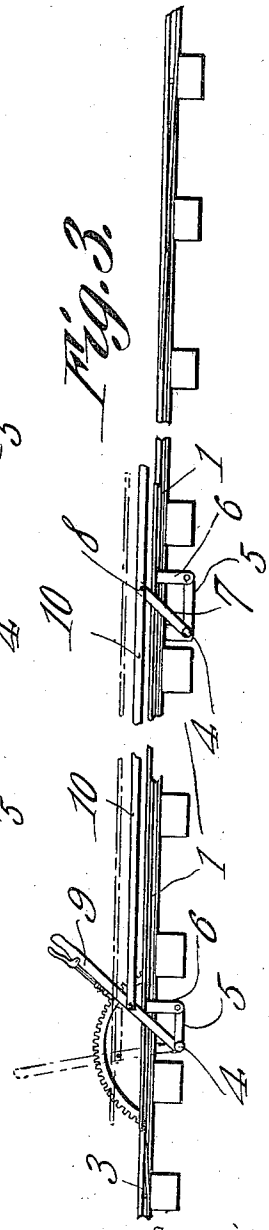

Fig. 3.

Witnesses

E. F. Stewart

Herbert D. Lawson

Inventors

Lafayette Springer

John F. Ballamy

By C. A. Snow & Co.

Attorneys

UNITED STATES PATENT OFFICE.

LAFAYETTE SPRINGER, OF WILKES-BARRE, AND JOHN F. BALLAMY, OF LARKSVILLE, PENNSYLVANIA.

CAR-ARRESTER.

976,310. Specification of Letters Patent. Patented Nov. 22, 1910.

Application filed February 3, 1910. Serial No. 541,890.

To all whom it may concern:

Be it known that we, LAFAYETTE SPRINGER and JOHN F. BALLAMY, citizens of the United States, residing, respectively, at Wilkes-Barre and Larksville, in the county of Luzerne and State of Pennsylvania, have invented a new and useful Car-Arrester, of which the following is a specification.

This invention relates to apparatus for arresting cars while running and its object is to provide a simple apparatus of this character which can be readily applied to a track and be quickly operated so as to be brought into position for engaging portions of the car and thus bring it to a gradual or complete stop irrespective of the speed at which it may be traveling.

With these and other objects in view the invention consists in certain novel details of construction and combinations of parts hereinafter more fully described and pointed out in the claims.

In the accompanying drawings the preferred form of the invention has been shown. In said drawings:—Figure 1 is a plan view of the apparatus in position along a portion of a track. Fig. 2 is an enlarged section on the line A—B of Fig. 1 and showing a portion of a car thereabove, the positions of the arresting strips when elevated, being indicated by dotted lines. Fig. 3 is a side elevation of a portion of the apparatus.

Referring to the figures by characters of reference, A designates the rails of the track and arranged along the outer side of each rail and parallel therewith are elongated arresting strips 1, the ends of which are formed with longitudinal slots 2. A guide bolt 3 or the like projects into each of these slots and permits longitudinal movement of the strip 1 but prevents it from becoming displaced either laterally or vertically. The strips 1 are preferably of the same length and extending under them at desired intervals are any suitable number of rock bars 4, each of which has an arm 5 extending radially therefrom and beneath one of the strips 1. Links 6 connect each arm 5 with the strip 1 thereabove and when the strip is in its normal or lower position the arms 5 extend substantially horizontally as indicated in Fig. 3. Arms 7 extend upward from each of the rock bars 4 and are pivotally connected to the adjoining rods 10, as indicated at 8, one of these arms being extended upward to form an actuating lever 9. All of the arms 7 located at one side of the track are connected by parallel rods 10 whereby all of the arms 7 are held parallel.

It is to be understood that when the lever 9 and the parts connected thereto are in a predetermined position, the strips 1 are disposed below the upper surfaces of the rails A. When a car approaches the apparatus and it is desired to bring the same to a stop, the lever 9 is swung in one direction so as to cause the arms 5 on the various rock bars to push the links 6 upwardly and thus elevate the middle portions of the arresting strips 1. These middle portions will be brought into the paths of the journal boxes of the car and which have been indicated at B in Fig. 2. It will be apparent therefore that these journal boxes will strike the inclined portions of the arresting strips and ride upward thereon onto the highest portions thereof, the frictional contact between the boxes and the arresting strips being sufficient to bring the car to a stop. During this movement of the journal boxes upon the arresting strips the wheels of the car will be slightly elevated above the rails so as to bring the entire weight of the car upon the arresting strips. By connecting the various rock bars in the manner shown and described all of them will be simultaneously actuated when the lever 9 is shifted and it will be apparent that arresting strips of any desired length may be employed, it thereby being necessary to utilize a sufficient number of rock bars to insure the proper actuation of the middle portions of the arresting strips throughout a predetermined extent.

It is of course to be understood that various changes may be made in the construction and arrangement of the parts without departing from the spirit or sacrificing the advantages of the invention.

What is claimed is:—

1. The combination with a track, of arresting strips disposed at opposite sides thereof and parallel therewith, said strips being slidably mounted at their ends, rock bars, links between the bars and the intermediate portions of the strips, and means for simultaneously actuating the bars to elevate the intermediate portions of the strips into the path of portions of a car approaching the strips.

2. The combination with a track, of ar-

resting strips disposed at opposite sides thereof and parallel therewith, each strip being slidably mounted at its ends, parallel rock bars extending under the strips and track, radial arms upon the bars, link connections between said arms and the strips, and means for simultaneously actuating the bars to elevate the intermediate portions of the strips into the path of portions of a car approaching the strips.

3. The combination with a track, of flexible arresting strips at opposite sides thereof and parallel therewith, each of said strips having slotted ends, retaining means extending through said ends for holding the strips against vertical and lateral displacement, a rock bar extending under the strips, radial arms thereon, link connections between the arms and the respective strips, and means for actuating the bar to simultaneously elevate the intermediate portions of the strips into the path of portions of a car approaching the strips.

4. The combination with a track, of arresting strips disposed at opposite sides thereof and parallel therewith, said strips being slidably mounted, means for limiting the sliding movement of the strips, rock bars, connections between said bars and intermediate portions of the strips, and means for simultaneously actuating the bars to elevate intermediate portions of the strips into the path of portions of a car approaching the strips.

In testimony that we claim the foregoing as our own, we have hereto affixed our signatures in the presence of two witnesses.

LAFAYETTE SPRINGER.
JOHN F. BALLAMY.

Witnesses:
THOMAS BUTKIEWER, Jr.,
P. F. MEIXELL.