R. W. EVANS.

CAR STOP.

APPLICATION FILED MAY 20, 1916.

1,231,513. Patented June 26, 1917.

Fig. 1.

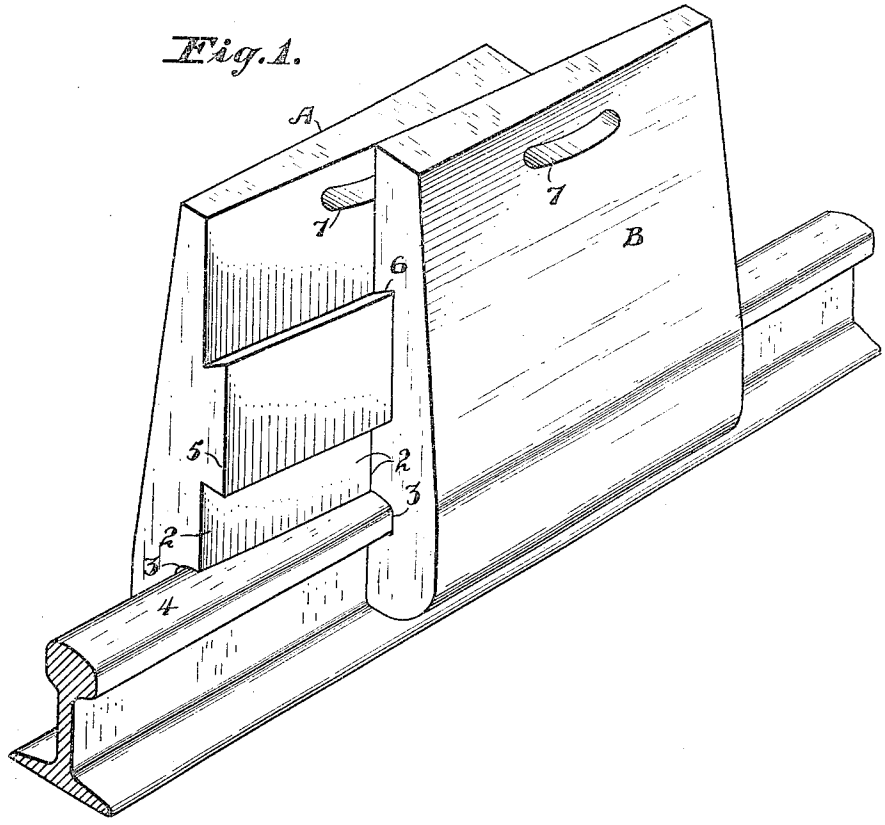
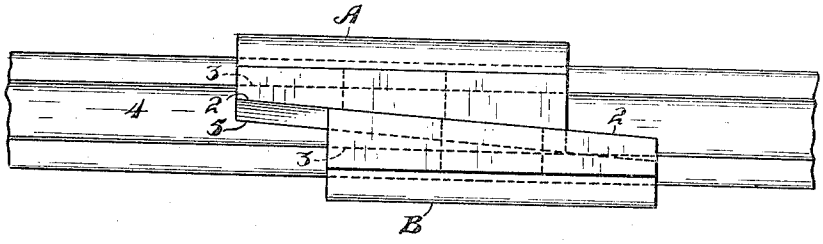


Fig. 2.



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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

RICHARD W. EVANS, OF KENNETT, CALIFORNIA.

CAR-STOP.

1,231,513. Specification of Letters Patent. Patented June 26, 1917.

Application filed May 20, 1916. Serial No. 98,804.

To all whom it may concern:

Be it known that I, RICHARD W. EVANS, a citizen of the United States, residing at Kennett, in the county of Shasta and State of California, have invented new and useful Improvements in Car-Stops, of which the following is a specification.

The present invention relates to an improved car stop to be used on railroad tracks, especially on the ends of spur tracks, on dumps, excavations, and the like, where the tracks have to be frequently extended to the edge of the dump, or the like, so that the car stops have to be frequently changed in position.

The object of the invention is to provide a car stop of this character of very simple construction and which can be made without much labor in finishing, which does not require a wedge either above or below the rail, and which has no hinged parts or pins to get jammed or bolts to work loose.

In the accompanying drawing, Figure 1 is a perspective view of my improved car stop in one position on a rail of a track; Fig. 2 is a plan view thereof in another position.

On referring to the drawing, it will be seen that the car stop comprises two companion stop members A and B which are placed on opposite sides of a rail. Said members taper longitudinally to an equal degree but in opposite directions, so that the outer surfaces of the members extend parallel with the rail but their inner surfaces extend in planes making a small angle with the vertical plane through the rail. Each member has, in the lower portion of its inner surface 2, a groove 3 shaped to receive, and fit closely around, the corresponding side of the tread 4 of the rail. There are formed on the inner surface of the member A a horizontal dove-tailed rib 5 and in a corresponding position in the inner surface of the member B a horizontal undercut groove 6 adapted to receive said rib. Both members are formed near the top with slots 7 for conveniently handling them.

To place the car stop in position, the two members A and B are arranged so that the grooves 3 engage different parts of the tread 4 of the rail, one of said members being in advance of the other, and the thicker ends of the two members being nearer to one another than the thinner ends. The two members are now slid toward each other, so that the rib 5 on the member A engages the groove in the member B. By reason of the obliquity of the rib 5 and groove 6, the oppositely sliding movement of the two members causes them to be also moved inwardly or toward each other, and to clamp the tread of the rail between them with a powerful clamping action.

The car stop members can be cast of malleable iron and will be ready for use with very little finishing.

In use the car stops are made in pairs, one of the pairs for each rail of the track. After being secured upon the rail, a tie is placed against them to receive the direct impact of the car wheels and prevent the car wheels striking the car stop. Any blow on the ends of the car stops will then simply serve to tighten them on the rail by bringing the car stop members more nearly into registry with each other.

I claim:—

1. A car stop comprising members conformed to engage opposite sides of a rail and provided with respective means rigidly joined thereto to engage with each other to secure said members on the rail.

2. A car stop comprising members having respective means rigidly joined thereto to engage with each other to draw the members against the rail by a sliding longitudinal movement of the members relative to each other.

3. A car stop comprising two members having grooves to receive opposite sides of the rail tread and provided with respective means to engage with each other to draw the members toward the rail by a sliding longitudinal movement of the members relatively to each other.

4. A car stop comprising members having parts engaging the rail and having, the one a rib and the other a groove for receiving said rib, said rib and groove extending in a direction slightly oblique to the parts engaging said rail.

5. A car stop comprising members having parts engaging the rail and having, the one a dove-tailed rib and the other an un-

dercut groove for receiving said rib, said rib and groove extending in a direction slightly oblique to the parts engaging said rail.

6. A car stop comprising longitudinally tapering members, having grooves to engage the rail tread, and having, the one a dove-tailed rib and the other an undercut groove to receive said rib.

RICHARD W. EVANS.

Witnesses:
W. H. WHITSON,
N. LIMBAUGH.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."