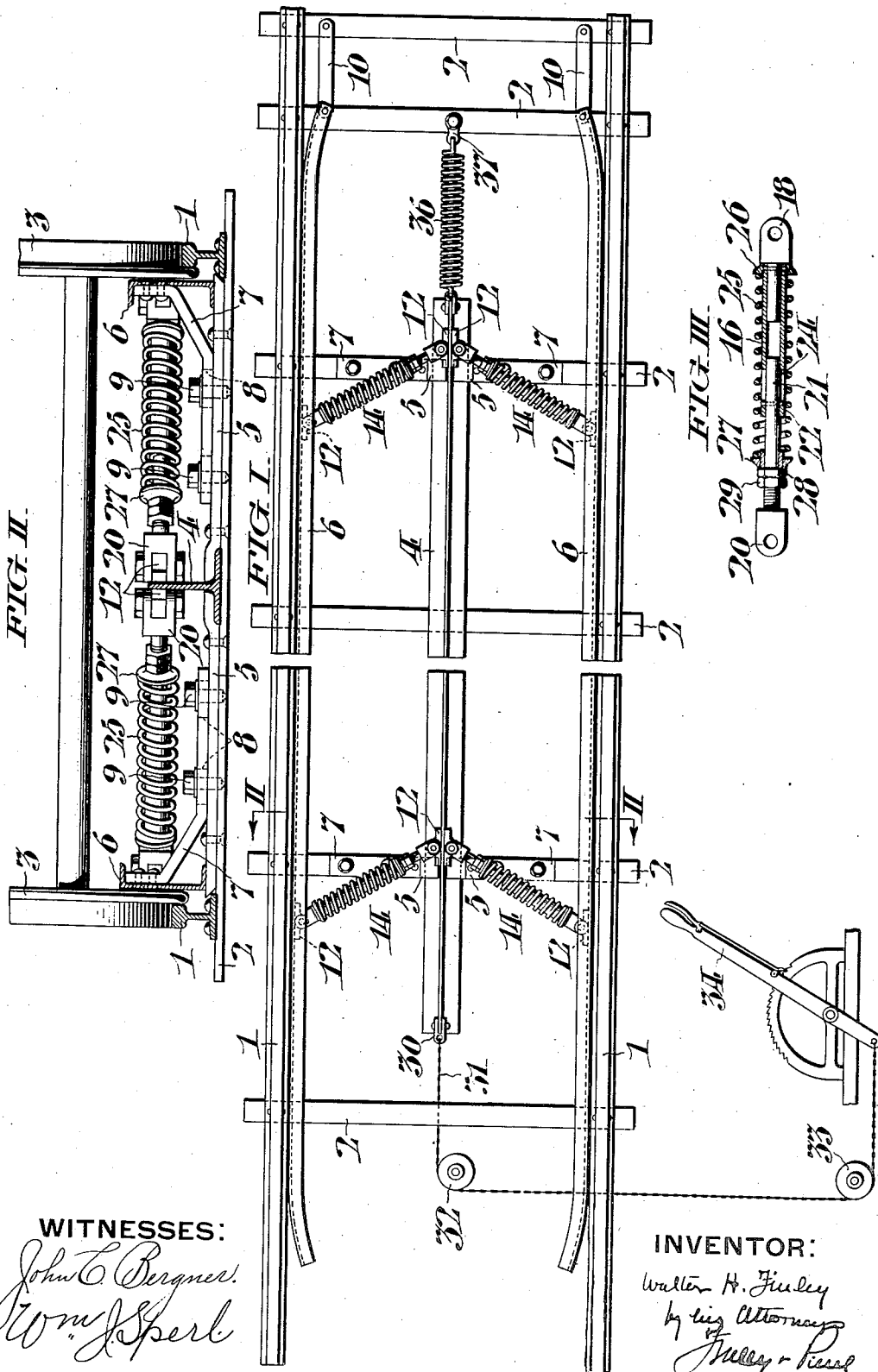


CAR RETARDER.

908,232.

Patented Dec. 29, 1908.



WITNESSES:

John C. Bergner.
Wm. J. Spier.

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UNITED STATES PATENT OFFICE.

WALTER H. FINLEY, OF MANRING, TENNESSEE.

CAR-RETARDER.

No. 908,232.

Specification of Letters Patent.

Patented Dec. 29, 1908.

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To all whom it may concern:

Be it known that I, WALTER H. FINLEY, of Manring, in the county of Claiborne and State of Tennessee, have invented certain new and useful Improvements in Car-Retarders, whereof the following is a specification, reference being had to the accompanying drawings.

My invention relates to a device for stopping or retarding a train of cars or a single car, and its object is to provide a means whereby the cars may be stopped or retarded by a person not upon said cars.

It comprises means whereby the flanges of the car wheels may be frictionally engaged by mechanism mounted upon the track and operated from some point adjacent thereto, or more remotely situated; said operating means including a yielding link member.

In the accompanying drawings, Figure I, is a plan view showing a short section of track with my car retarder applied thereto. Fig. II, is a sectional elevation on the line II, II, of Fig. I. Fig. III, is a detail view of one link of the toggle employed for moving the guard rails.

In said drawings, the track rails 1, 1, are mounted upon metal ties 2, which may in turn be mounted upon wooden ties or upon a platform if desired.

The track rails 1, may be bolted or riveted to the metal ties 2. Between the track rails 1, about midway thereof, the T bar 4, is slidably secured by means of clamping plates or straps 5, which are riveted or bolted to the ties 2. Adjacent each track rail 1, but spaced sufficiently distant therefrom to enable a car flange 3, to pass between it and the track rail, is a channel bar or guard rail 6, resting upon the clamping plates or straps 5, and secured to braces 7. The horizontal portions of these braces 7, are provided with elongated slots 8, through which are passed cap bolts 9, which are screwed into the straps 5, and ties 2, to maintain the braces in slidable relation with said straps 5. The ends of the channel bars or guard rails 6, are curved inwardly and at one end they are secured to one of the ties 2, by means of pivoted links 10. Secured to each side of the vertical web of the T bar 4, are eye lugs 12, and similar lugs are also secured to the inner side of the vertical webs of the guard rails 6. Connecting the eye lugs of the T bar with the eye lugs of the guard rails are the compressible links 14. These links with their con-

nections constitute toggles for bracing the guard rail 6, against the flanges 3, of the wheels of the cars passing over the track rails 1. By reference to Fig. III, it will be seen that one convenient form of link may comprise a tube 16, having fastened within one end the eye lug 18, and slidably secured in the other end the eye lug 20. To prevent the eye lug 20, from being detached from the tube 16, the inner end of the stem 21, is provided with a pin 22, which moves in the slot 24, within said tube 16. Surrounding the tube 16, and the stem 21, is a coiled spring 25, which abuts against the collar 26, at one end and against the adjustable collar 27, at the other end.

The position of the collar 27, may be varied by means of the adjusting nut 28, and retained in position by the lock nut 29, thus adjusting the compression resistance of the link at will.

In order to move the T bar 4, longitudinally it may be provided at one end with a plate 30, to which is attached the chain 31, passing over pulleys 32, and 33, to one end of a controlling lever 34. As shown, this lever may consist of an ordinary form of hand lever with controlling ratchet moving over a sector, although any other suitable means for moving the T bar may be provided. For withdrawing the guard rails from the car flanges after they have been clamped, the coiled spring 36, is provided, which is secured at one end to the T bar 4, and at its other end to a lug 37, on one of the ties 2.

The operation of the device is as follows:—When it is desired to stop or slacken the speed of a car or train of cars, passing over this section of the track, the hand lever 34, is moved to the left and causing the toggle links 14, to come more nearly into alinement thereby forcing the guard rail 6, outwardly but subject to the yielding resistance of the compressible links 14 against the inner faces of the flanges 3, of the car wheels. By releasing the pull upon the T bar 4, the coiled spring 36, contracts to draw the T bar back to its original position thus freeing the flanges of the wheels.

Having thus described my invention, I claim:—

1. A car retarding device comprising a pair of movable guard rails; connecting means whereby said guard rails may be positively and simultaneously actuated to

engage the inner faces of the flanges of the wheels of a car, said connecting means including a yielding link member.

2. A car retarding device comprising means for engaging the inner faces of the flanges of the wheels of a car; and a toggle comprising compressible links for moving said engaging means.

3. A car retarding device comprising a pair of guard rails; a longitudinally movable member between said guard rails; compressible means connecting said guard rails to said member, whereby when said member is moved in one direction the guard rails are yieldingly clamped against the flanges of the car wheels and when moved in the other direction the guard rails are freed from said wheel flanges.

4. A car retarding device comprising a pair of guard rails; a longitudinally movable member located between said rails; a toggle comprising compressible links connecting said rails and member for yieldingly clamping the guard rails against the inner faces of the wheels of a passing car when said member is moved in one direction; and means for moving said member in the opposite direction to withdraw said guard rails from contact with the wheels.

In testimony whereof, I have hereunto signed my name, at Manring, Tenn., this 18th day of February, 1908.

WALTER H. FINLEY.

Witnesses:

C. H. TOWNSEND,
M. H. McCORKLE.