

April 5, 1932.

R. L. CREWS

1,852,703

CAR STOP

Filed Nov. 7, 1930

Fig. 1.

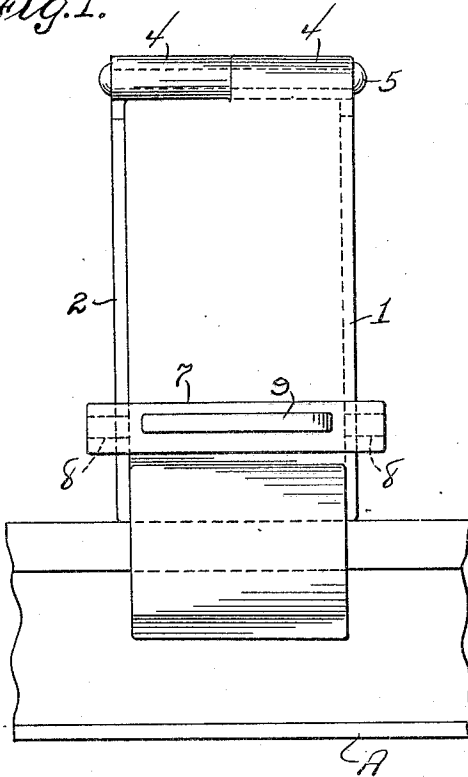


Fig. 2.

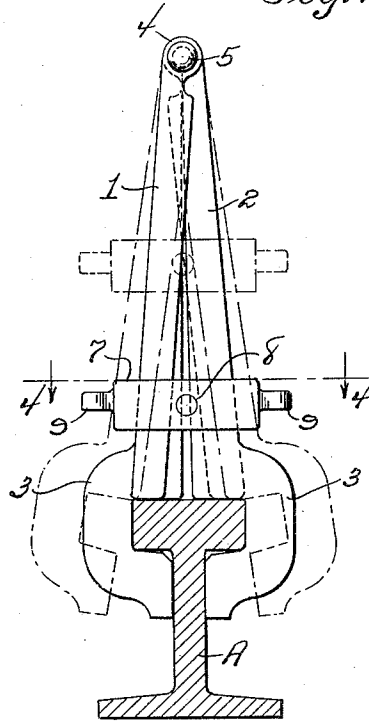


Fig. 3.

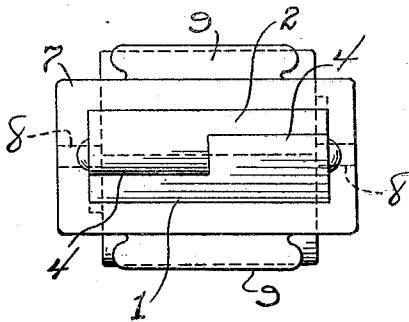
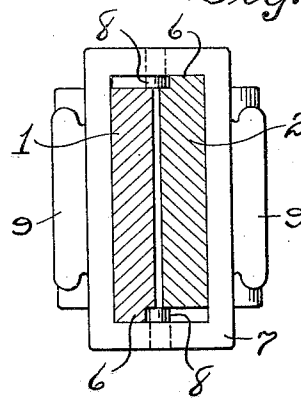


Fig. 4.



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CAR STOP

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This invention relates to a chuck block or holder for mine cars and the like, the general object of the invention being to provide a pair of upright members which are hingedly connected together at their upper ends and have jaws at their lower ends for gripping a rail, with a sliding member on the upright portions for causing the jaw parts to clamp a rail when the member is moved downwardly, with means for moving the jaw members apart when the member is moved upwardly.

This invention also consists in certain other features of construction and in the combination and arrangement of the several parts, to be hereinafter fully described, illustrated in the accompanying drawings and specifically pointed out in the appended claims.

In describing the invention in detail, reference will be had to the accompanying drawings wherein like characters denote like or corresponding parts throughout the several views, and in which:—

Figure 1 is an elevation showing the device clamped to a rail.

Figure 2 is a sectional view through the rail, showing the device clamped thereto in full lines and detached from the rail in dotted lines.

Figure 3 is a top plan view of the device.

Figure 4 is a section on line 4—4 of Figure 2.

In these drawings, the numerals 1 and 2 indicate a pair of members, each having a jaw part 3 at its lower end and a hinge barrel 4 at its upper end. These barrels are so formed that they will align with each other when the members are placed together and a pin 5 is passed through the barrels to hingedly connect the two members together. Each member gradually increases in thickness from its lower end to the point of junction with the jaw part and each member is formed with a flange 6 at one side edge thereof, the flange on one member being oppositely arranged to that on the other. A rectangular shaped member 7 fits over the members and when moved downwardly thereon will cause the jaw parts to grip a rail A, as shown

in Figures 1 and 2. The ends of the member 7 carry the pins 8 which engage the flanges so that when the member is raised, the members 1 and 2 are spread apart, as shown in dotted lines in Figure 2, so that the jaw parts are moved away from the rail. A handle part 9 is formed on each side of the member 7 to facilitate its movement.

Thus it will be seen that by raising the member 7, the jaw parts will be spread apart so that the device can be placed over a rail and then by moving the member 7 downwardly, the jaw parts will be caused to clamp the rail to hold the device thereon. The upright parts of the members 1 and 2 will engage a wheel of a car and thus act as a chuck or stop for the car. By moving the member 7 upwardly, the members 1 and 2 are spread apart so that the device can be removed from the rail.

It is thought from the foregoing description that the advantages and novel features of the invention will be readily apparent.

It is to be understood that changes may be made in the construction and in the combination and arrangement of the several parts, provided that such changes fall within the scope of the appended claim.

What I claim is:—

A car stop comprising a pair of upright members pivotally connected together at their upper ends and having jaw parts at their lower ends for gripping a rail, means for clamping the members together to cause the jaw parts to grip the rail, said members having their upper portions gradually increasing in thickness downwardly and the clamping means comprising a member fitting over the upper portions of the before mentioned members whereby when said clamping member is moved downwardly, the members are moved together to cause the jaw parts to grip a rail, and pins on the clamping member engaging portions on the upright members for forcing the members apart when the clamping member is moved upwardly.

In testimony whereof I affix my signature.

ROBERT L. CREWS.