No. 806,147. PATENTED DEC. 5, 1905.

W. P. HUSSEY.

MEANS FOR STOPPING CARS.

APPLICATION FILED JULY 31, 1905.

Fig. 1.

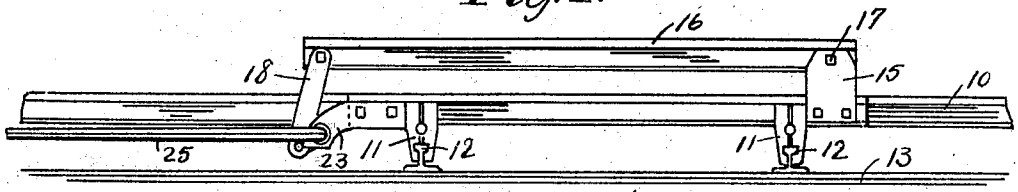


Fig. 2.

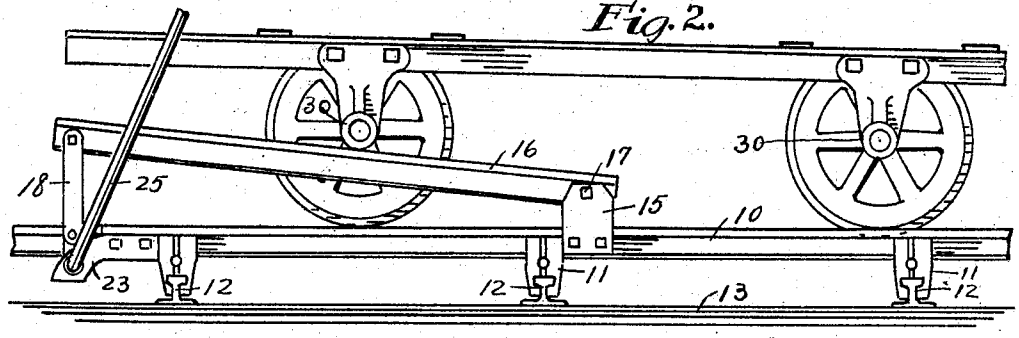


Fig. 3.

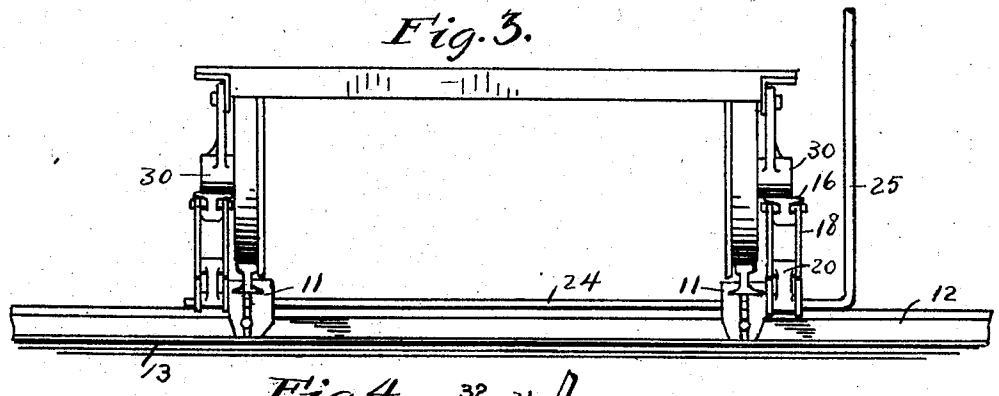


Fig. 4.

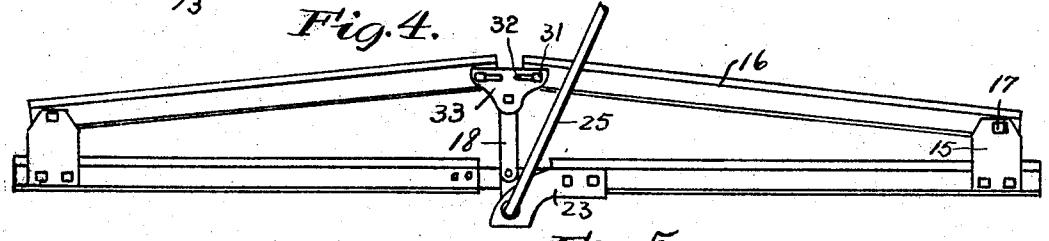


Fig. 6.

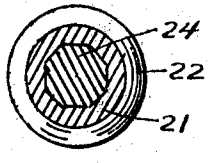
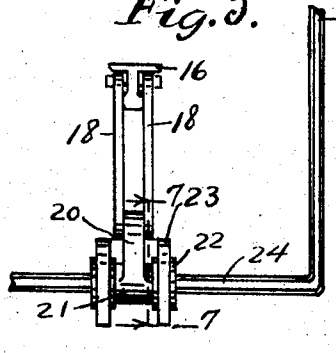


Fig. 5.



Witness

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MEANS FOR STOPPING CARS.

No. 806,147. Specification of Letters Patent. Patented Dec. 5, 1905.

Application filed July 31, 1905. Serial No. 272,054.

To all whom it may concern:

Be it known that I, WILLIAM P. HUSSEY, of Indianapolis, county of Marion, and State of Indiana, have invented a certain new and useful Means for Stopping Cars; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, in which like figures refer to like parts.

This invention relates to means combined with an overhanging track for stopping cars. It has been used in brick-kilns, lumber-driers, and the like, where the material is transported on small cars or trucks that travel upon railway-tracks. It is customary for a number of said cars to be upon one railway-track one behind the other and the railway-track to be inclined downward, so that the cars move by gravity, and the means herein set forth is employed for engaging the forward car, and thereby stopping it and all that follows. In such instances the material is fed through the kiln or drier slowly, and the car is moved through the kiln or drier so slowly that by the time it has passed through the kiln or drier the material will be dried. When the material on the forward car is sufficiently dry, the means for stopping the car is released, so that the forward car will roll down out of the drier and the next car is stopped in a similar way until its material has dried sufficiently.

The general nature of the invention will be understood from the accompanying drawings and the following description and claims.

In the drawings, Figure 1 is a side elevation of a railway-track and means for stopping the car, parts being broken away. Fig. 2 is a side elevation of the track with a car stopped. Fig. 3 is a front elevation of the car and means for stopping the same, the track being in section. Fig. 4 is a modified arrangement adapted to be used on a level track and to stop cars coming in either direction. Fig. 5 is a detail of the means for elevating and lowering the end of the stop-bar. Fig. 6 is a section on the line 7 7 of Fig. 5.

In detail, 10 represents the rails of the railway-track carried by stands 11 upon the transverse tie-bars 12, which are laid upon the foundation 13. A bearing-plate 15 is secured stationary to the outer side of each rail of the track, and a stop-bar 16 is pivoted at 17 to said bearing-plate. At the other end of the stop-bar 16 a pair of connecting-bars 18 are pivoted at their upper ends. Said connecting-bars at their lower ends are pivoted to an arm 20. The arm 20 is rigidly secured to the sleeve 21, that has bearings within collars 22, which are mounted in the turned-down ends of the plates 23, that are secured to each side of the railway-rails.

The construction at each side of the railway-track is duplicated, and the crank-shaft 24 has on one end the hand-lever 25 and extends through the sleeves 21 at each side and oscillates them. The arrangement may be as shown in Figs. 5 and 6, where the crank-shaft 24 is hexagonal and the sleeves 21 have hexagonal bores, or any other arrangement for enabling the shaft 24 to turn the sleeves 21 will suffice. With this arrangement the operation of one hand-lever will elevate the ends of both stop-bars 16 and put them in an inclined position where they will be engaged by the housings 30, in which the wheels of the trucks or cars are mounted. This is shown in Figs. 2 and 3. While I have shown the stop-bars engaging the housings 30, I do not wish to be limited to that, as the bars 16 may be arranged to engage some other part of the frame of the car or truck, and the idea of my invention is to present an inclined stop bar or bars in the path of the car or truck and in position to engage some part of the frame thereof and stop the same.

In Fig. 4 I have shown a modified form wherein the stop-bars 16 are duplicated on one side and slope in opposite directions, and near their adjacent ends they are pivoted by bolts 31 in horizontal slots 32 in the plate 33 on the upper end of the connecting-bar 18. The remainder of the mechanism is the same as in the other construction. This will stop the car moving in either direction.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination with a railway-track and cars adapted to run thereon, of a stop-bar pivotally mounted in the path of the cars, and means connected with the farther end thereof for elevating the same and inclining the stop-bar so that it will engage some part of the car.

2. The combination with a railway-track and cars adapted to run thereon, of a stop-

bar with the end next to the approach of the cars pivotally mounted at the outer side of each rail of the track, and means for simultaneously elevating and lowering the other ends of said stop-bars so that when elevated said bars will be inclined and will engage and stop the car.

3. The combination with a railway-track and a car adapted to run thereon, of wheel-housings extending down from each side of the frame thereof, a bearing-plate secured to the outer side of each rail, a stop-bar with the end next to the approach of the car pivoted to said bearing-plate at each side of the track, a connecting-bar pivotally mounted at the other end of each of said stop-bars, a crank-shaft for elevating and lowering the connecting-bars at both sides of the track, and a hand-lever for actuating said crank-shaft whereby said stop-bars may be inclined in position to engage the housings of a car.

4. The combination with a railway-track and cars adapted to run thereon, of a stop-bar at each side of the car with the end next to the approach of the car being pivotally mounted in connection with the track, plates secured to the track-rails at each side of the track with downwardly-extending portions, sleeves rotatably mounted thereon with arms extending from said sleeves, connecting-bars pivotally connecting said arms with one end of said stop-bars, and a crank-shaft extending through the sleeves at each side of the track for oscillating the same, substantially as set forth.

5. The combination with a railway-track and cars adapted to run thereon, of a pair of oppositely-extending stop-bars, means for pivotally mounting the extreme ends of said stop-bars in connection with the track, and means for elevating and lowering the adjacent ends of said stop-bars.

In witness whereof I have hereunto affixed my signature in the presence of the witnesses herein named.

WILLIAM P. HUSSEY.

Witnesses:
CARRIE FLINN,
N. ALLEMONG.