

(No Model.)

T. R. NEWMAN.  
CAR HOLDER.

No. 569,797.

Patented Oct. 20, 1896.

FIG. 1.

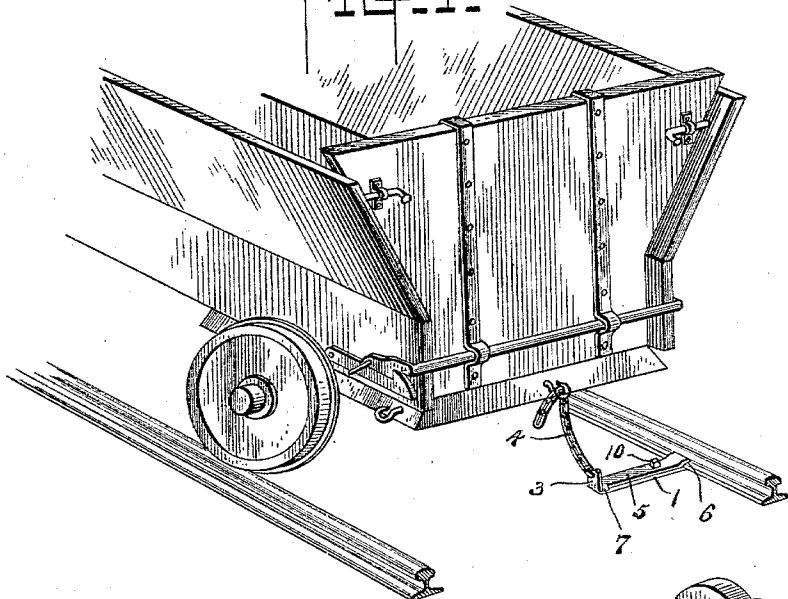


FIG. 2.

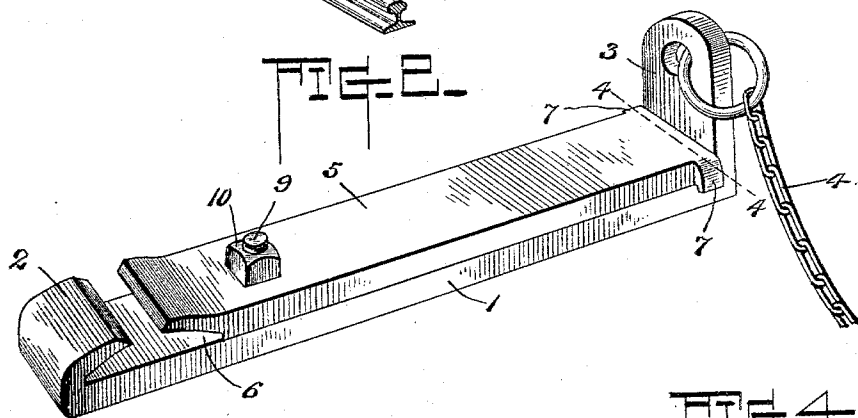


FIG. 3.

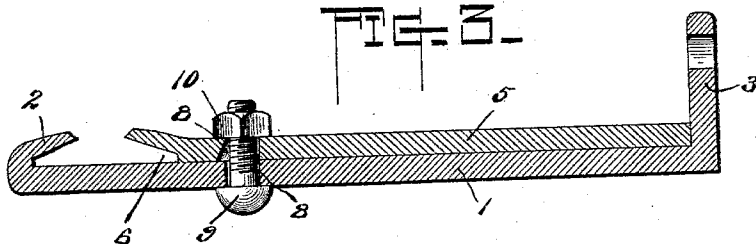
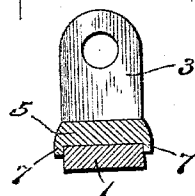


FIG. 4.



Inventor

Theodore R. Newman,

Witnesses

*Wm. R. Croswell*

By *his* Attorneys,

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# UNITED STATES PATENT OFFICE.

THEODORE R. NEWMAN, OF ROSSLAND, CANADA.

## CAR-HOLDER.

SPECIFICATION forming part of Letters Patent No. 569,797, dated October 20, 1896.

Application filed August 20, 1896. Serial No. 603,373. (No model.)

*To all whom it may concern:*

Be it known that I, THEODORE R. NEWMAN, a citizen of the United States, residing at Rossland, district of West Kootenay, in the Province of British Columbia, in the Dominion of Canada, have invented a new and useful Car-Holder, of which the following is a specification.

This invention relates to improvements in devices for holding cars and retaining the same upon the tracks.

The object of the invention is to provide a device of the character mentioned which is adapted to prevent coal, ore, and other cars from leaving the tracks during the operation of dumping, thereby overcoming wear and breakage to the cars which necessarily result from being precipitated down a dump, and also saving the expense of raising and replacing the cars to the tracks; and, further, the invention aims to provide a holder which may be applied to any car in such a manner as to permit the same being dumped either endwise or sidewise.

With these objects in view the invention consists, substantially, in the construction, combination, and arrangement of parts, as will be hereinafter fully illustrated, described, and claimed.

In the accompanying drawings, Figure 1 is a perspective view of a portion of a dumping-car and illustrating the herein-described holder in applied position. Fig. 2 is an enlarged perspective view of the holder removed. Fig. 3 is a longitudinal sectional view thereof. Fig. 4 is a transverse sectional view on the line 4 4, Fig. 2.

Similar numerals of reference indicate corresponding parts throughout the figures.

Referring to the drawings, 1 designates a holder-shank, which may be formed of any suitable material, such as iron, steel, or similar metals, and one end of said shank 1 is turned back and has its inner side inclined at substantially an acute angle to the body thereof, so as to form a hook 2, adapted to engage one side of the base-flange of a track-rail. The other end of the shank 1 is bent at a right angle and thereby provides a stem 3, to which a fastening-chain 4 is attached by a ring or other equivalent means.

Arranged upon the holder-shank 1, and extending from the stem 3 to approximately the hook 2, is a clamping-bar 5, which bar is preferably formed of the same material as said holder-shank, and the end of said bar which lies immediately adjacent to the hook 2 is slightly inclined, the inner side of said inclined end being rabbeted, as at 6, and it will be noted that said rabbeted side lies at an angle substantially the same as the inner side of the hook 2, but reversely inclined thereto, an intervening space being formed between said inclined end of the clamping-bar 5 and the hook 2. By reason of the rabbeted side 6 of the inclined end of the clamping-bar 5 and the inner side of the hook 2 being substantially at the same angle, and also that an intervening space is formed between said parts, it will be obvious that the web of a rail may readily fit within the intervening space and the base-flange be securely held between said hook and the clamping-bar, thereby firmly attaching the holder to the rail and preventing displacement of the same therefrom. Depending from the sides of the end of the clamping-bar 5 which is opposite to the inclined end thereof are oppositely-disposed ears 7, said ears being designed to embrace the sides of the holder-shank 1 at the end thereof whereon the right-angled stem 3 is formed, so that by the ears 7 embracing the said sides it will be apparent that any lateral movement of the clamping-bar with respect to the holder-shank is prevented.

Formed in the clamping-bar 5 and the holder-shank 1 are openings 8, which openings register with each other and are adapted to receive a securing-bolt 9, the threaded shank of which passes therethrough and has mounted thereon a nut 10, and said bolt 9, in conjunction with the oppositely-disposed ears 7, rigidly holds the clamping-bar upon the holder shank, but permits said bar being readily detached from the shank. In placing the clamping-bar upon the holder-shank the end thereof at which the ears 7 are formed is slid against the stem 3 and the clamping-bar permitted to swing into its proper position. In order that said clamping-bar may have such swinging motion, and at the same time easily permit the bolt 9 passing through the open-

ing 8, formed therein, said opening has the side which is adjacent to the inclined end of the clamping-bar slightly tapered, and it will therefore be seen that the inner end of said opening 8 is larger than the outer end thereof, whereby the bolt 9 may easily pass there-through when the clamping-bar is placed upon the holder-shank 1.

The manner of using the herein-described holder will be readily understood by those skilled in the art. When a car is to be dumped endwise, the holder is applied as shown in Fig. 1, the holder-shank being secured to the base-flange of one of the track-rails and projecting inwardly therefrom. The hook 2 having been secured to one side of said flange, the clamping-bar is attached to the holder-shank by the securing-bolt 9 and rigidly held thereon, the rabbeted side 6 of the inclined end of said clamping-bar resting upon the side of the base-flange of the rail opposite to the hook 2. The fastening-chain 4 is then drawn taut and secured within a hook fastened at the end of the car-truck the contents of the body of which are to be dumped. It will of course be understood that the fastening-chain 4 is attached to the end of the car which lies away from the direction in which the body of said car is to be dumped, so that when said body is tilted or otherwise emptied of its contents any upward movement of the truck of the car or tendency of the same to leave the track-rails will be counteracted by the fastening-chain 4, and thus said truck held upon the track-rails. If it be desired to dump the car sidewise, the holder is attached to one of the track-rails in the manner described, but in lieu of the holder-shank projecting between the track-rails said shank is placed in such a position as to project at the outside of one of the rails and thus place the right-angled stem 3 so as to permit the fastening-chain 4 being attached to the side of the truck and thereby be engaged with a hook secured at such side. When the holder is so positioned, and the body of the car dumped in a direction away from the same, all liability of the car-truck leaving the tracks is entirely overcome, the fastening-chain 4 securely holding said truck.

From the foregoing it will be obvious that I have provided a car-holder which is simple, inexpensive, and durable; that the same is adapted to prevent coal, ore, and other cars designed to be dumped from leaving the tracks during such operation, thereby overcoming wear and breakage to the cars which necessarily result from being precipitated down a dump, and also saving the expense of raising and replacing the cars to the tracks, and, finally, that the invention provides a holder which may be applied to any car in such a manner as to permit the same being dumped either endwise or sidewise.

The fastening-chain 4 has been described as attached to an end or side of the car-truck when dumping endwise or sidewise, respec-

tively, but I wish it to be understood that this manner of securing the fastening-chain is intended only for cars wherein the truck-frames do not extend beyond the axles, the chain being attached in any desired manner to other constructions of trucks. It will also be observed that the holder may be secured to the track at any dumping-place, thus permitting said holder to be always in position, and as it is desired to dump the cars the latter may be moved to the proper position and the chain connected thereto, so as to effectually hold and prevent the same leaving the track.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

Having thus described the invention, what is claimed as new, and desired to be secured by Letters Patent, is—

1. A holder of the class described, comprising a holder-shank, a clamping-bar secured to said shank, said clamping-bar being adapted to firmly hold the shank secured to a track-rail, and means for connecting said holder-shank to a car for preventing the latter leaving the rails, substantially as set forth.

2. A holder of the class described, comprising a holder-shank, a clamping-bar detachably secured to said holder-shank, said clamping-bar being adapted to hold said shank secured to a track-rail, and means for connecting said holder-shank to a car for preventing the latter leaving the rails, substantially as set forth.

3. A holder of the class described, comprising a holder-shank having one of its ends turned back to form a hook, a clamping-bar detachably secured to said holder-shank, said clamping-bar being adapted to hold said shank secured to a track-rail, and a fastening-chain connected to said holder-shank and adapted to be attached to a car to prevent the latter leaving the rails, substantially as set forth.

4. A holder of the class described, comprising a holder-shank having one of its ends turned back to form a hook and its other end bent to provide a stem, a clamping-bar detachably secured to said holder-shank intermediate said hook and stem and being adapted to hold said shank secured to a track-rail, and a chain connected to said stem and adapted to be attached to a car to prevent the latter leaving the rails, substantially as set forth.

5. A holder of the class described, comprising a holder-shank having one of its ends turned back to form a hook, a clamping-bar arranged upon said holder-shank and being adapted to hold said shank secured to a track-rail, said clamping-bar being provided with ears adapted to embrace the sides of said holder-shank and in conjunction with a bolt secure said clamping-bar upon the shank, and a chain connected to said holder-shank and

adapted to be attached to a car to prevent the latter leaving the rails, substantially as set forth.

6. A holder of the class described, comprising a holder-shank one end of which is turned back to form a hook and having its inner side lying at substantially an acute angle to the body of said shank and the other end bent to provide a stem, a clamping-bar arranged upon said shank and being adapted to hold said shank secured to a track-rail, the end of said clamping-bar which is immediately adjacent to the hook of the holder-shank having its inner side reversely inclined to and at substantially the same angle as the inner side of the hook of the shank, said clamping-bar being also provided with depending ears adapted to embrace the sides of the holder-shank and in conjunction with a bolt rigidly secure the clamping-bar to the holder-shank, said bolt being disposed in openings formed in the clamping-bar and holder-shank and adapted to register with each other, and a chain connected to the stem of the holder-shank and adapted to be attached to a car to prevent the latter leaving the rails, substantially as set forth.

7. A holder of the class described, comprising a holder-shank having one of its ends turned back to form a hook the inner side of which lies at substantially an acute angle to

the body of the shank and the other end being bent to provide a stem, a clamping-bar arranged upon said holder-shank and having one of its ends slightly inclined, said inclined end having its inner side rabbeted and reversely inclined to and at substantially the same angle as the inner side of the hook of the shank, said clamping-bar being also provided with oppositely-disposed depending ears adapted to embrace the sides of the holder-shank and in conjunction with a bolt securely hold said clamping-bar upon the holder-shank, said bolt being disposed in openings formed in the clamping-bar and the holder-shank adapted to register with each other, the opening in the clamping-bar having one of its sides tapered so as to permit said bolt readily passing therethrough when the clamping-bar is placed upon the holder-shank, and means carried by the stem of the holder-shank and adapted to be attached to a car to prevent the latter leaving the rails, substantially as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

THEODORE R. NEWMAN.

Witnesses:

WM. MARTIN,  
W. C. MARTIN.