H. H. WEISKE.

CAR STOP.

APPLICATION FILED NOV. 9, 1909.

947,068. Patented Jan. 18, 1910.

Fig. 1

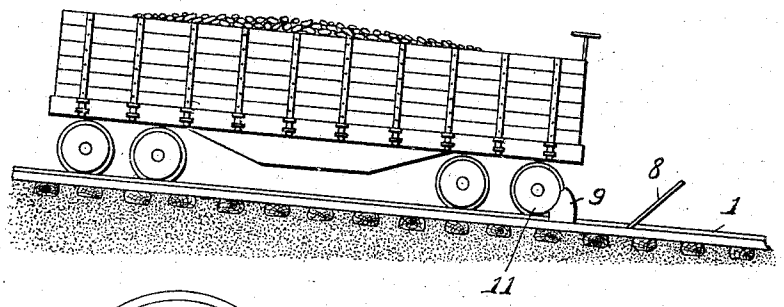


Fig. 2

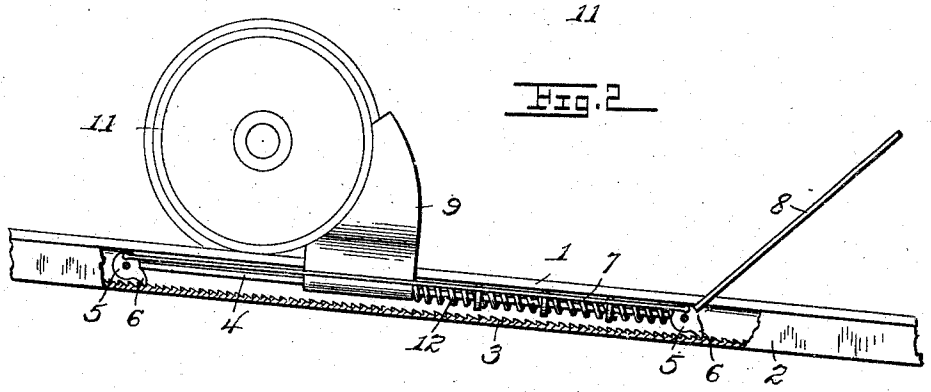


Fig. 3

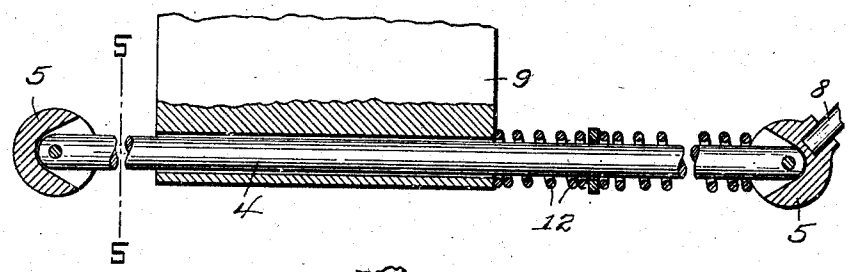


Fig. 4

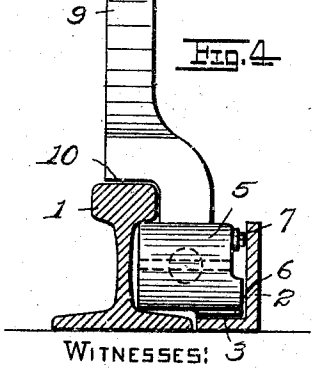
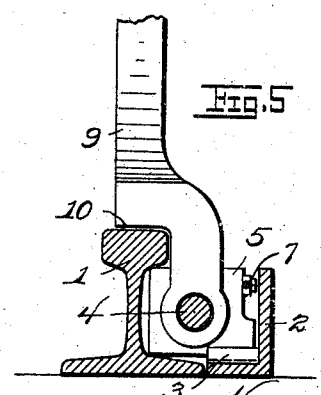


Fig. 5



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CAR-STOP.

947,068. Specification of Letters Patent. Patented Jan. 18, 1910.

Application filed November 9, 1909. Serial No. 527,043.

To all whom it may concern:

Be it known that I, HERMAN HENRY WEISKE, a citizen of the United States of America, and resident of Wheeling, county of Ohio, and State of West Virginia, have invented certain new and useful Improvements in Car-Stops, of which the following is a specification.

This invention relates to improvements in car stops, and more particularly to a device for stopping and holding cars on inclines, as at a loading tipple.

The object of the invention is to provide a simple and inexpensive device whereby cars shifted along an incline may be stopped and held in a stationary position at any desired point.

A further object is to provide in a device of the character mentioned means for absorbing the shock resulting from forcible contact of a car with the stop-block thereof.

With these and other objects in view, the invention finally consists in the particular construction, arrangement and combination of parts which will hereinafter be fully described, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a side elevation of a car standing upon an inclined track, showing my invention in position for preventing movement of the car; Fig. 2 is an enlarged view of the invention, showing the same partly in side elevation and partly in longitudinal section; Fig. 3 is an enlarged longitudinal section of the movable portion of the invention; Fig. 4 is an end view of the same, showing in cross section, a track rail and the ratchet-bar; and Fig. 5 is a cross section on the line 5—5 Fig. 3.

Referring to said drawings, in which like reference characters distinguish like parts throughout the several views—1 designates a track rail adjacent and parallel to which is fixed a ratchet-bar 2 of angle-iron formation, the base member of which is toothed upon its upper face to constitute a ratchet-bar, as shown at 3. Said ratchet-bar may be of any desired length, but it is preferably of a length commensurate with that of the loading space at the tipple where it is employed.

Located between the upright member of the ratchet-bar 2 and the web of the rail 1 is the movable or adjustable portion of the device, said portion comprising a rod 4 which has pivotally mounted upon each end thereof a semi-rotary member 5 which is of a width which causes it to fit more or less snugly between said upright member and said rail, preventing removal thereof from the occupied space while admitting of free movement thereof along said space. Formed integral with each member 5 is a pawl 6, said pawls being adapted for engagement with the teeth of the ratchet-bar 3, as shown. Pivotally connected at its opposite ends to said semi-rotary members 5 is a pitman 7, the point of connection of said pitman with said members being off center. As is obvious, when a partial rotary motion is imparted to one of said members 5, as by means of a lever 8 fixed at one end to one of said members, a like motion will be communicated through the pitman 7 to the other member.

Loosely mounted upon the rod 4 so as to have a swinging lateral movement thereabout is the lower end of a wheel chuck 9 having a shoulder 10 for overlying and resting upon the head of the rail 1, said chuck being adapted to engage the tread portion of a car wheel 11 for preventing advance movement thereof down the incline. Interposed between said lower end of the chuck 9 and the foremost semi-rotary member 5 and encircling said rod 4 is one of a plurality of coil springs 12 adapted for relieving or absorbing the shock of forcible contact of a car wheel with the chuck 9.

In placing the device in position for blocking a car at a desired point on the incline, the lever 8 is employed for turning the members 5 to withdraw the pawls 6 from operative engagement with the teeth of the ratchet-bar 3, when the movable portion of the device may be readily forced or drawn along the track to the desired position, where the pawls are allowed to assume engagement with the teeth of said ratchet-bar. The chuck 9 is then swung over until its shoulder rests upon the track-rail. The car is released by striking the inner face of the chuck a blow, forcing the latter out of engagement with the wheel.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a car stop, the combination with a track-rail, of a toothed ratchet-bar located adjacent to and parallel to said rail, a pair of semi-rotary members having pawls for

coöperating with said ratchet-bar, a rod intermediate said members and pivotally connected thereto at its opposite ends, and a wheel-chuck loosely mounted on said rod and adapted to be swung into and out of overlying relation with said track-rail.

2. In a car stop, the combination with a track-rail, of a toothed ratchet-bar located adjacent to and parallel to said rail, a pair of semi-rotary members having pawls for coöperating with said ratchet-bar, a rod intermediate said members and pivotally connected thereto at its opposite ends, a pitman connecting said members whereby rotary motion imparted to one of said members will be communicated to the other, and a wheel-chuck loosely mounted on said rod and adapted to be swung into and out of overlying relation with said track-rail.

3. In a car stop, the combination with a track-rail, of an angle-iron bar located adjacent and parallel to said rail, a ratchet-bar constituted by the provision of teeth upon the upper face of the base member of said bar, a rod having a semi-rotary member pivotally mounted upon each end thereof, said rod being parallel to said rail, a pawl carried by each of said semi-rotary members for engagement with said ratchet-bar, means whereby movement imparted to one of said members is communicated to the opposite member, and a wheel chuck loosely mounted upon said rod and adapted to be swung into and out of overlying engagement with said track-rail.

4. In a car stop, the combination with a track-rail, of an angle-iron bar located adjacent and parallel to said rail, a ratchet-bar constituted by the provision of teeth upon the upper face of the base member of said bar, a rod having a semi-rotary member pivotally mounted upon each end thereof, said rod being parallel to said rail, a pawl carried by each of said semi-rotary members for engagement with said ratchet-bar, means whereby movement imparted to one of said members is communicated to the other member, a wheel-chuck loosely mounted upon said rod and adapted to be swung into and out of overlying engagement with said track-rail, and means carried by said rod for relieving the shock produced by forcible contact of a car-wheel with said chuck.

5. In a car stop, the combination with a track-rail, of an angle-iron bar located adjacent and parallel to said rail, a ratchet-bar constituted by the provision of teeth upon the upper face of the base member of said bar, a rod having a semi-rotary member pivotally mounted upon each end thereof, said rod being parallel to said rail, a pawl carried by each of said semi-rotary members for engagement with said ratchet-bar, means whereby the withdrawal of one pawl from engagement with said ratchet-bar effects a like withdrawal of the other pawl, and a wheel-chuck loosely mounted upon said rod and adapted to be swung into and out of overlying engagement with said track-rail.

6. In a car-stop, the combination with a track-rail, of an angle-iron bar located adjacent and parallel to said rail, a ratchet-bar constituted by the provision of teeth upon the upper face of the base member of said bar, a rod having a semi-rotary member pivotally mounted upon each end thereof, said rod being parallel to said rail, a pawl carried by each of said semi-rotary members for engagement with said ratchet-bar, means whereby the withdrawal of one pawl from engagement with said ratchet-bar effects a like withdrawal of the other pawl, and a wheel-chuck loosely mounted upon said rod and adapted to be swung into and out of overlying engagement with said track-rail, said bar and said track-rail together constituting a partial inclosure within which the rod and its correlated parts are longitudinally movable.

In testimony whereof I affix my signature in presence of two witnesses.

HERMAN HENRY WEISKE.

Witnesses:

CHAS. P. FICK,

GEO. I. HUGHES.