

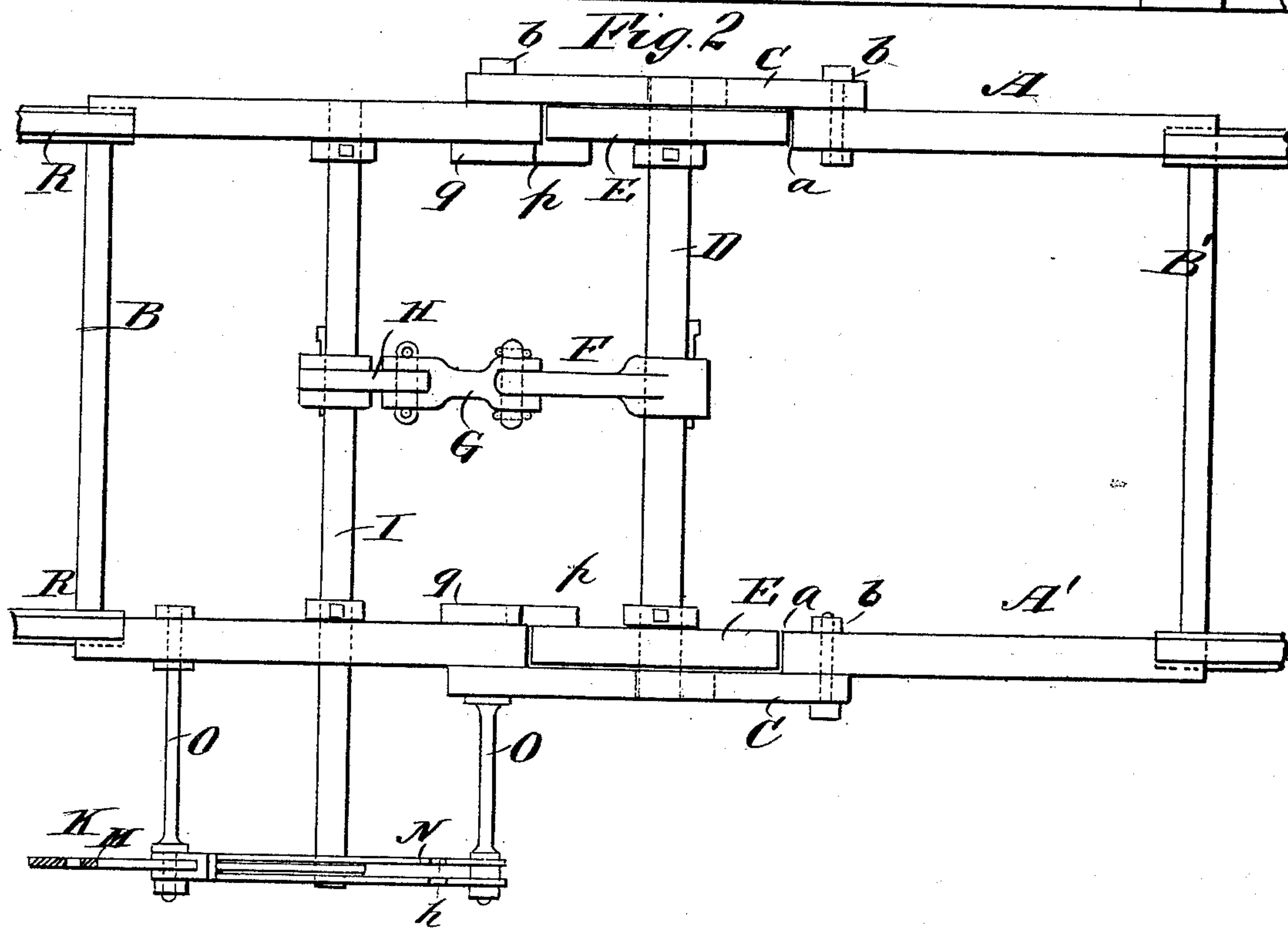
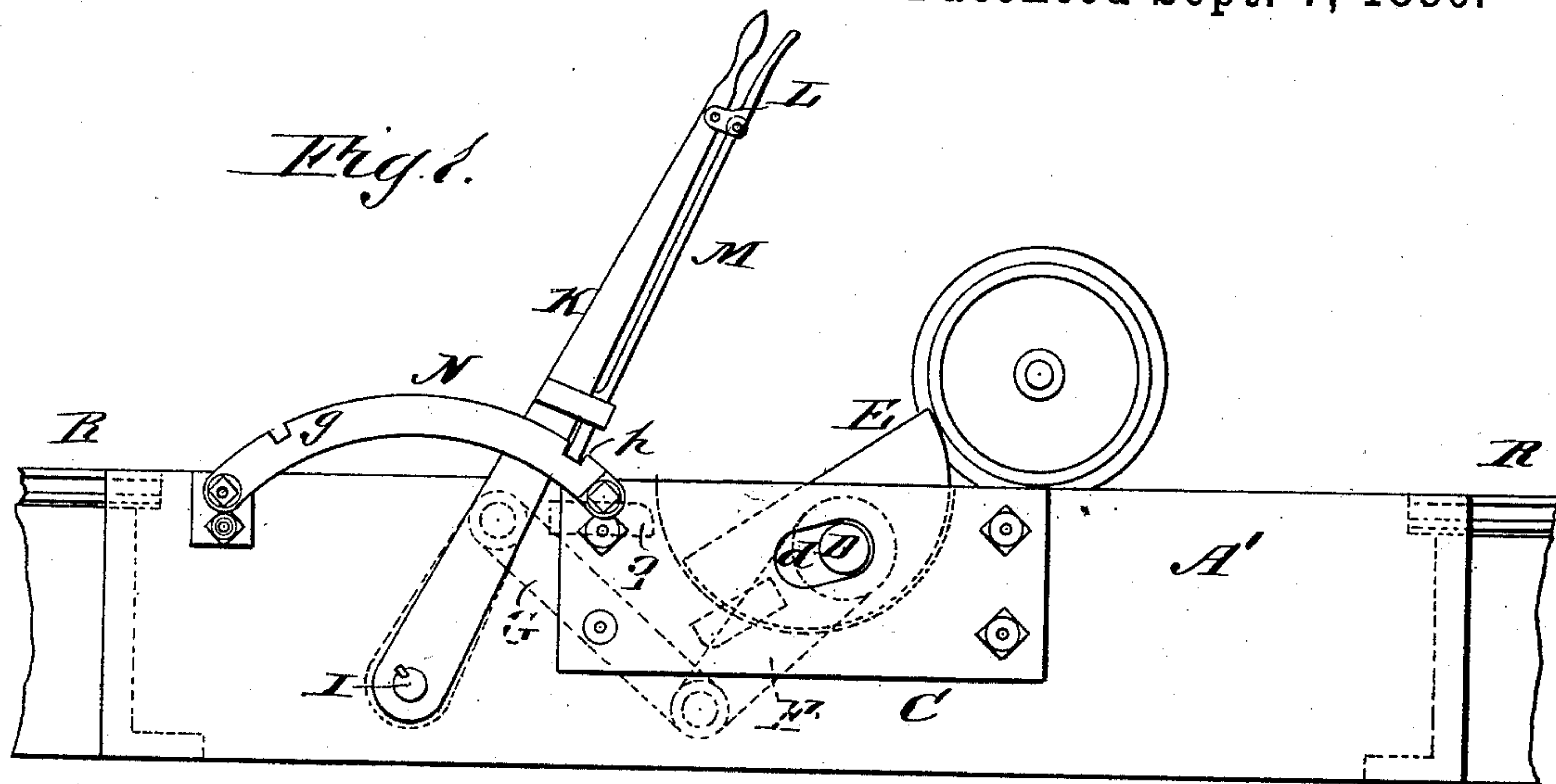
(No Model.)

J. P. & J. GOODMAN.

STOP BLOCK.

No. 348,735.

Patented Sept. 7, 1886.



WITNESSES:

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JOHN POTTER GOODMAN AND JOSEPH GOODMAN, OF PLYMOUTH, PA.

STOP-BLOCK.

SPECIFICATION forming part of Letters Patent No. 348,735, dated September 7, 1886.

Application filed March 13, 1886. Serial No. 195,169. (No model.)

To all whom it may concern:

Be it known that we, JOHN POTTER GOODMAN and JOSEPH GOODMAN, of Plymouth, in the county of Luzerne and State of Pennsylvania, have invented a new and Improved Stop-Block, of which the following is a full, clear, and exact description.

Our invention relates to the construction of an improved form of stop-block arranged so that both the forward wheels of the car will be checked, and also so arranged that the stop-blocks proper may be turned down to a position to constitute a portion or section of the tread of the rail in connection with which they are arranged.

Our invention consists in the construction and arrangement of parts, as will be herein-after fully described and claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a side view of our improved form of stop-block, and Fig. 2 is a plan view of the same.

The frame work in which our improved stop-block is arranged consists of two parallel rail-sections or castings, A A', that are united by cross-angle irons B B', each of the sections A being formed with a central semicircular recess, *a*. Outer plates, C, are bolted to the sections A by bolts *b b*, as clearly shown, and these plates C are each formed with upwardly-curved slots *d*, which serve as bearings for a rock-shaft, D, to which there are keyed semicircular stops E E, the circular face of the stops being formed to correspond with the circular faces of the recesses *a*. The shaft D is provided with a downwardly-extending arm, F, which is connected by means of a link, G, with the upwardly-extending arm H of a second rock-shaft, I, that is mounted in bearings formed in the sections A, one end of said shaft I extending outward beyond the section A' and carrying a lever, K, which is provided with a hand-piece, L, that operates a catch-rod, M, arranged to engage with notches *g* or *h*, formed in a curved rack, N, that is carried by arms O O, said arms being rigidly secured to the sections A. The blocks E are provided with

stops *p*, which engage with other stops, *q*, fixed to the sections A A', as shown, the position of the stops being such that when the stops *p q* are in engagement the upper faces of the main stops E will be in line with the upper faces of the plates A A'. Each end of each of the plates A A' is recessed to receive the ends of the rails R R.

From the construction described it will be seen that by throwing the lever K to the position shown in Fig. 1 the blocks E will be raised, and as the wheels of the approaching car strike against said blocks or stops the car will be stopped; but as each wheel meets with an obstruction there is no rocking or twisting of the axle, nor is the car slued upon the track. When it is desired that the car should pass over the blocks or stops B, the lever K is thrown over, so that its catch-rod M will be brought into engagement with the notch *g*, which movement of the lever will, through the medium of the connections extending to the shaft D, move said shaft, so that the blocks E will be in line with the tops of the rail-sections A A'.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. The combination, with the fixed rail-sections, of a rock-shaft journaled transversely thereto, and stop-blocks at opposite ends of the shaft adjacent to and forming, when turned down, parts of the treads of the rail-sections, substantially as set forth.

2. The combination, with the plates A A', having recesses *a a*, of the stop-blocks E E within said recesses, forming, when turned down, sections of the treads of the plates or rails, a rock-shaft, D, and means for operating the said shaft, substantially as set forth.

3. The combination, with the plates A A', having recesses *a a*, the plates C C, secured to the outer sides of the plates A A', and closing the outer sides of the recesses, the blocks E E in the recesses, the rock-shaft D, and the operating mechanism therefor, substantially as set forth.

4. The combination, with a supporting-frame, of a rock-shaft carrying stop-blocks provided with stops *p*, stops *q*, carried by the

frame, and an operating-lever, arranged substantially as described.

5 The combination, with plates A A', formed with recesses *a a*, of plates C, formed with curved slots *d*, a rock-shaft, D, mounted in said slots, and carrying-blocks E, arranged within the recesses *a*, and provided with stops, an arm, F, carried by the shaft D, a shaft, I, hav-

ing an arm, H, and a lever, K, the arms H and F being connected by a link, G, substantially as described. 10

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Witnesses:

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