

No. 752,875.

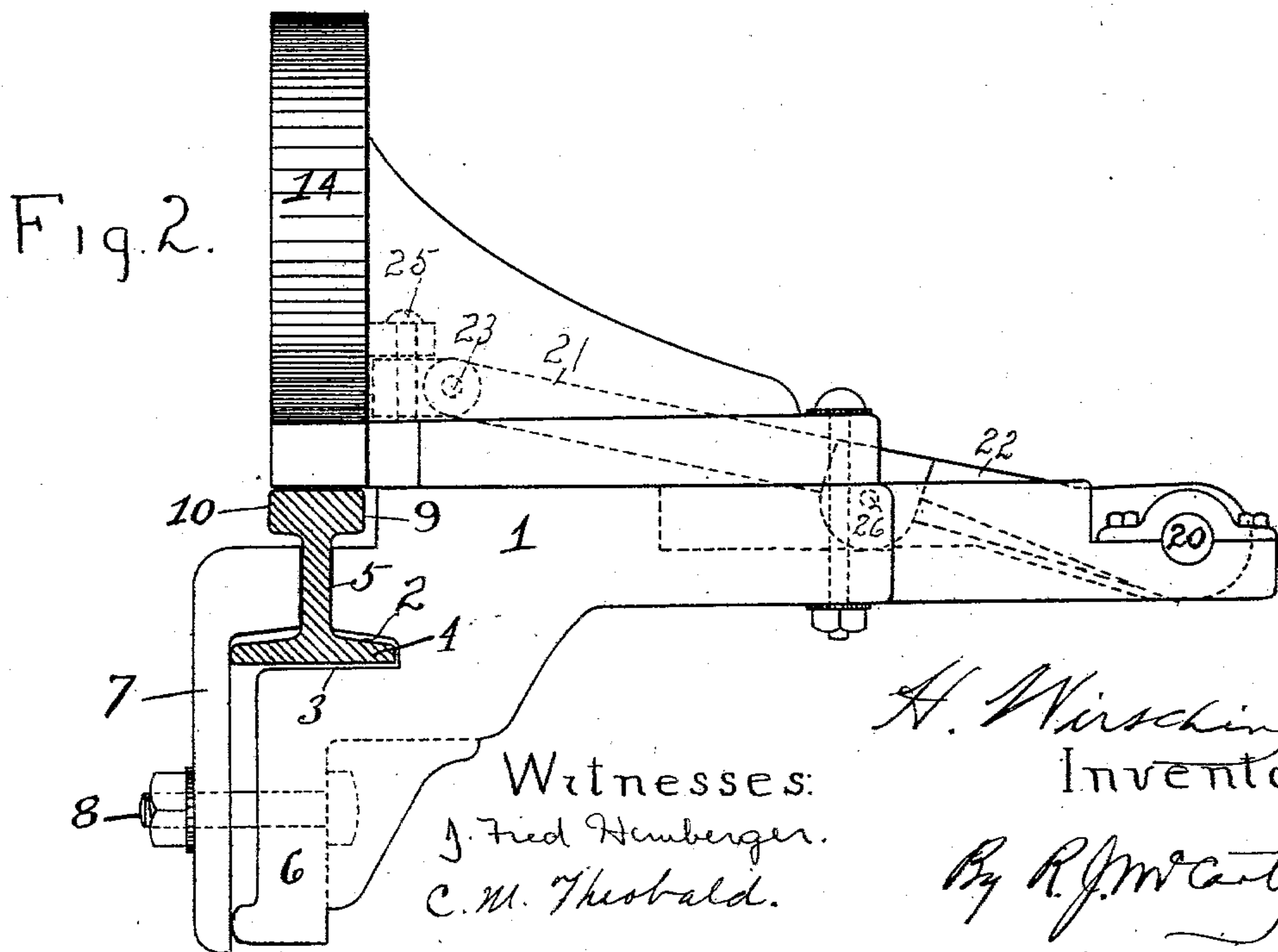
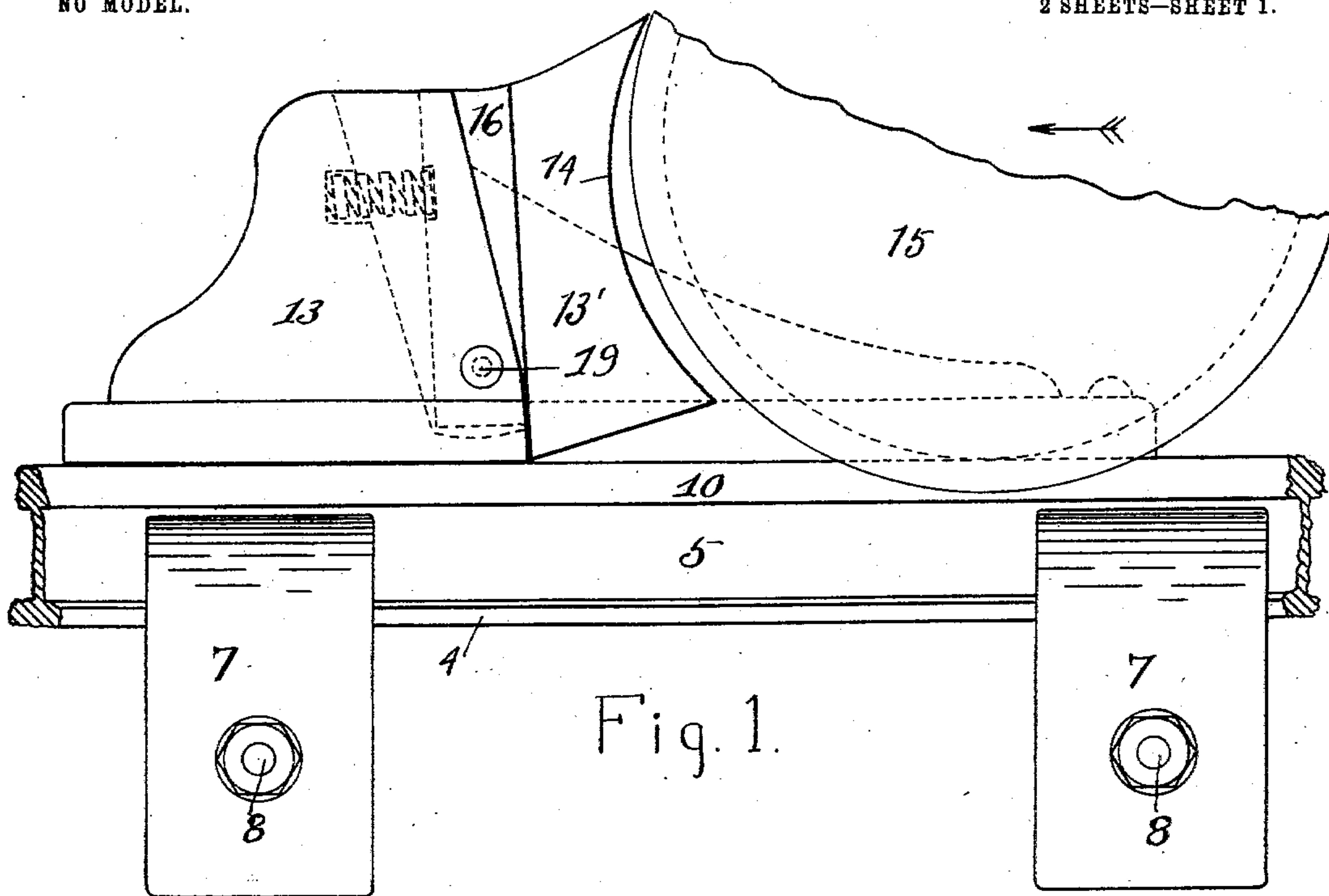
PATENTED FEB. 23, 1904.

H. WIRSCHING.
CAR STOP.

APPLICATION FILED DEC. 28, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



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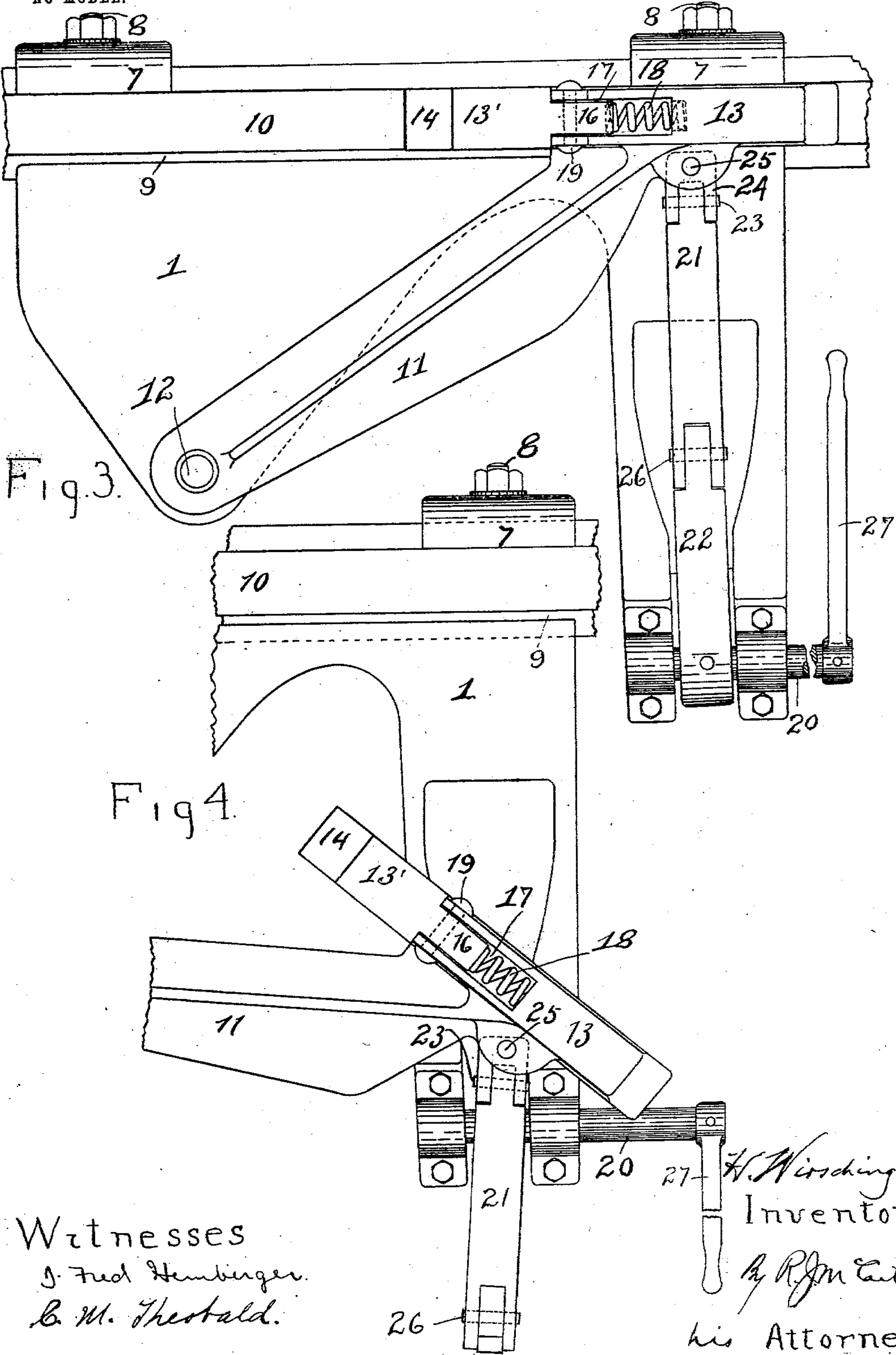
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2 SHEETS—SHEET 2.



UNITED STATES PATENT OFFICE.

HARMAN WIRSCHING, OF DAYTON, OHIO.

CAR-STOP.

SPECIFICATION forming part of Letters Patent No. 752,875, dated February 23, 1904.

Application filed December 28, 1903. Serial No. 186,786. (No model.)

To all whom it may concern:

Be it known that I, HARMAN WIRSCHING, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Car-Stops; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

This invention relates to means for stopping cars or trains of cars which run upon rails.

The invention is especially adapted for use in drying-kilns where cars of lumber or brick are run upon tracks or rails to and from desired points in transporting said materials to and from the drying-kilns.

Preceding a detail description of the invention reference is made to the accompanying drawings, of which—

Figure 1 is a side elevation of my improved car-stop, showing it in position upon a rail and showing it engaging a wheel of a car-truck. Fig. 2 is an elevation looking in the direction of the arrow as in Fig. 1. Fig. 3 is a top plan view of the apparatus, showing it in a position to engage the wheel of a truck. Fig. 4 is a top plan view of the apparatus, showing the stop moved away from the track or rail, a portion of the apparatus being broken away in this view.

In a detail description of the invention similar reference characters indicate corresponding parts.

1 designates the base having a longitudinal groove 2 above a longitudinal shoulder 3, said groove being designed to receive the outer portion 4 of the bottom flange of rail 5. 6 is a lower stationary clamp portion extending from said base and cooperating with a loose clamp 7 to engage the rail 5 at its body and to thus secure the device to the rail. The clamps 7 are tightened in position, as shown in Fig. 2, by means of bolts and nuts 8, said bolts passing through the projections 6 of the base and thence through the clamps 7, there being two of such clamps. The base has a

longitudinal recess 9, which enables the upper flange 10 of the rail to be unobstructed when the device is clamped to said rail.

11 designates an arm pivoted to the base at 12 and having on its free end a stop 13, which is rigidly united to or is a part of said arm 11, and a yielding member 13', with a surface 14, conforming to the curvature of the car-wheel 15 and lying immediately above the rail and serving to engage said rail. The contact member 13' of the stop has a flange 16 on its rear edge, which lies in a slot 17 in the stationary member 13 of said stop and against a coil spring 18 of suitable tension, which lies within said recess 17, and thus forms a cushion for the member 13' when impact is made therewith by the car-wheel 15. The said member 13' is pivoted within said recess at 19. The stop member 13 is connected with a crank-shaft 20 by means of links 21 and 22, the former of which is pivoted at 23 to a pivot-piece 24, which is in turn pivoted to a side of the stop by means of a vertical pin 25. The links 21 and 22 are pivoted to each other at 26, so that in the operation of moving the stop away from the track, as in Fig. 4, the joint 26 breaks, and thereby permits the inner link 21 to extend outwardly in the movement of the crank-shaft above the link 22, as in Fig. 4, said crank-shaft being moved by a hand-operative lever 27. This operation is performed when it becomes necessary to move the stop away from the track and car-wheel in order to permit the car to pass on the rail or track.

The operation of my improved car-stop is as follows: The device is placed at the proper point on one of the rails where it is desired to stop the car. The clamps 7 are loosened a sufficient extent to permit them to engage the inner side of the rail, as shown in Fig. 2, after the base 1 has been placed in position against the outer side of said rail 1. The bolts 8 are then tightened and the stop 13 is swung into position by the lever 27 immediately above the rail, as shown in Figs. 1 and 2, making an arc movement from the pivot 12. The arc movement imparted to the stop-arm 11 is an important feature of my improvement, as thereby the stop itself is permitted to be released from frictional contact with the wheel

in the initial movement thereof away from said wheel. It becomes necessary to free the stop from engagement with the wheel without entirely detaching the device from the rail, and this is due to the arc movement imparted to the arm 11. It will be understood that owing to the intense frictional engagement between the stop and the car-wheel a movement of said stop at right angles from said car-wheel would be impossible, owing to the weight or pressure of the car-wheel against the stop, but by operating said stop upon the pivoted arm 11 the initial movement of said stop is sufficient to free it from engagement with the wheel, after which the continued movement of the arm 11 carries said stop entirely away from the wheel in a manner that will be readily understood.

Having described my invention, I claim—
1. In a car-stop, a base, a clamp secured to said base and engaging a rail to hold said base in rigid contact with the rail, and a stop-arm supported on said base in a position to meet a wheel of a car-truck and to support the same, said stop-arm being pivoted to said base, and means for operating said arm in an arc of a circle to remove it from engagement with the wheel.

2. In a car-stop, a base, means for clamping said base to a rail, a stop-arm pivoted to said base at one end and movable in an arc of a circle to and from an operative position, and means connected with said stop-arm for imparting such movements.

3. In a car-stop, a base, clamps by means of which said base is rigidly united to a rail, an arm pivoted to said base, a stop projection rigidly supported on said arm, a crank-shaft and connecting-links between said crank-shaft and said arm whereby the stop is moved into and out of operative positions.

4. In a car-stop, a base, means for clamping said base to a rail, an arm pivoted to said base, a stop rising vertically from said base, said stop having a yielding portion with which a car-wheel engages, a link-arm connected to said stop, and a shaft to which said arm is connected and by means of which the stop-arm is movable in and out of positions above the track.

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

HARMAN WIRSCHING.

Witnesses:

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