

No. 781,396.

PATENTED JAN. 31, 1905.

B. BRITTON.  
CAR SPRAGGER.  
APPLICATION FILED SEPT. 12, 1904.

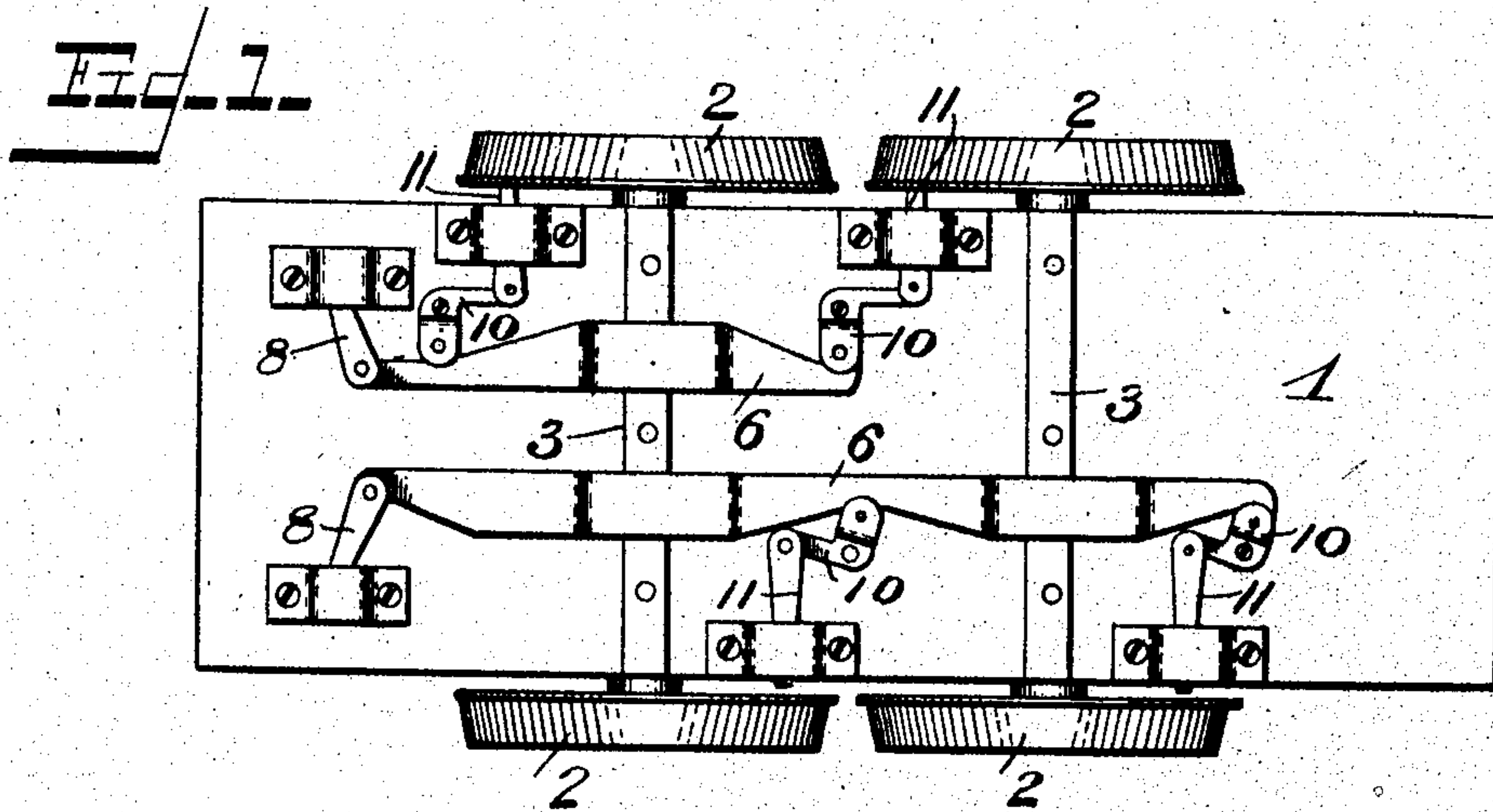
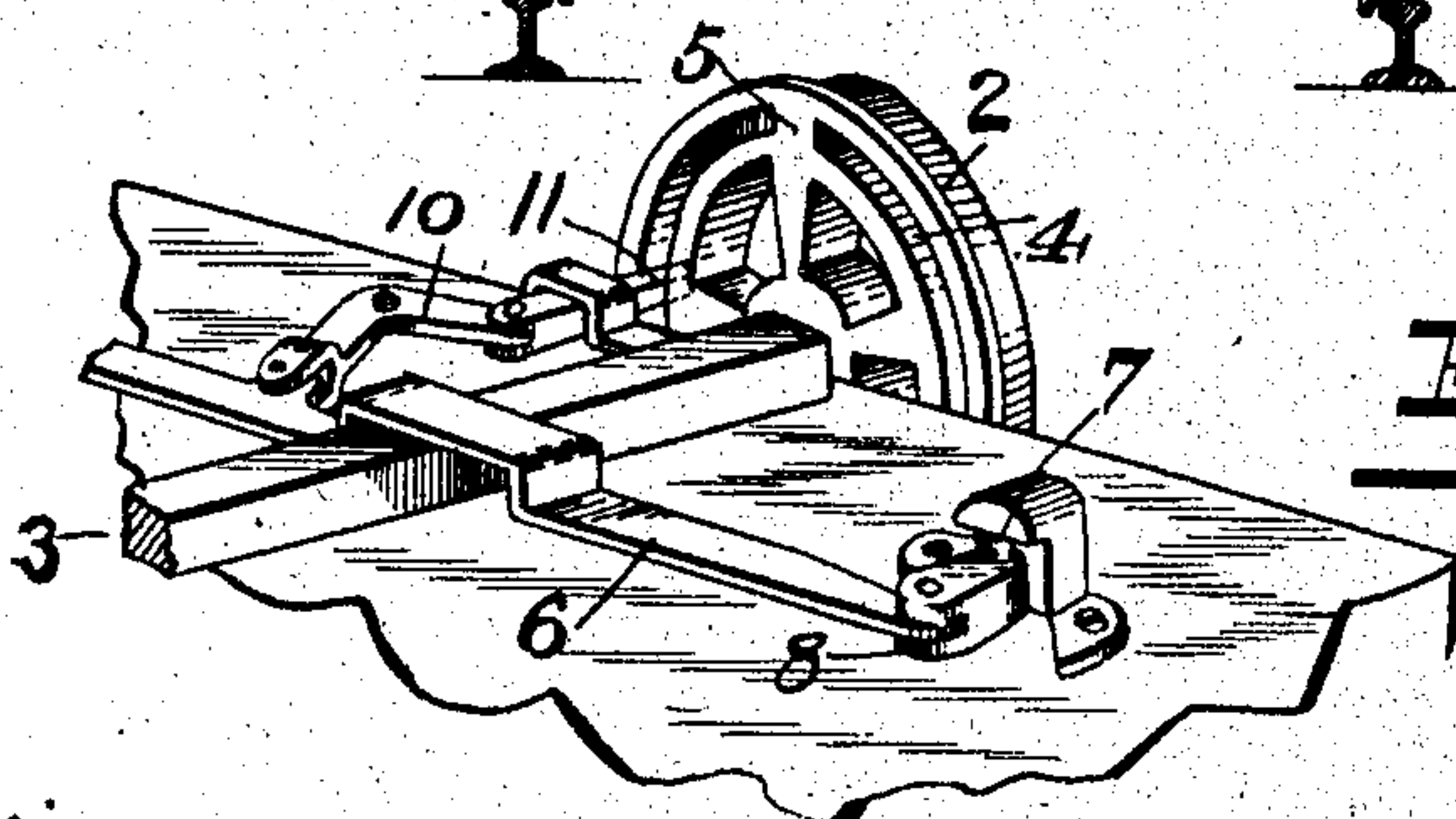
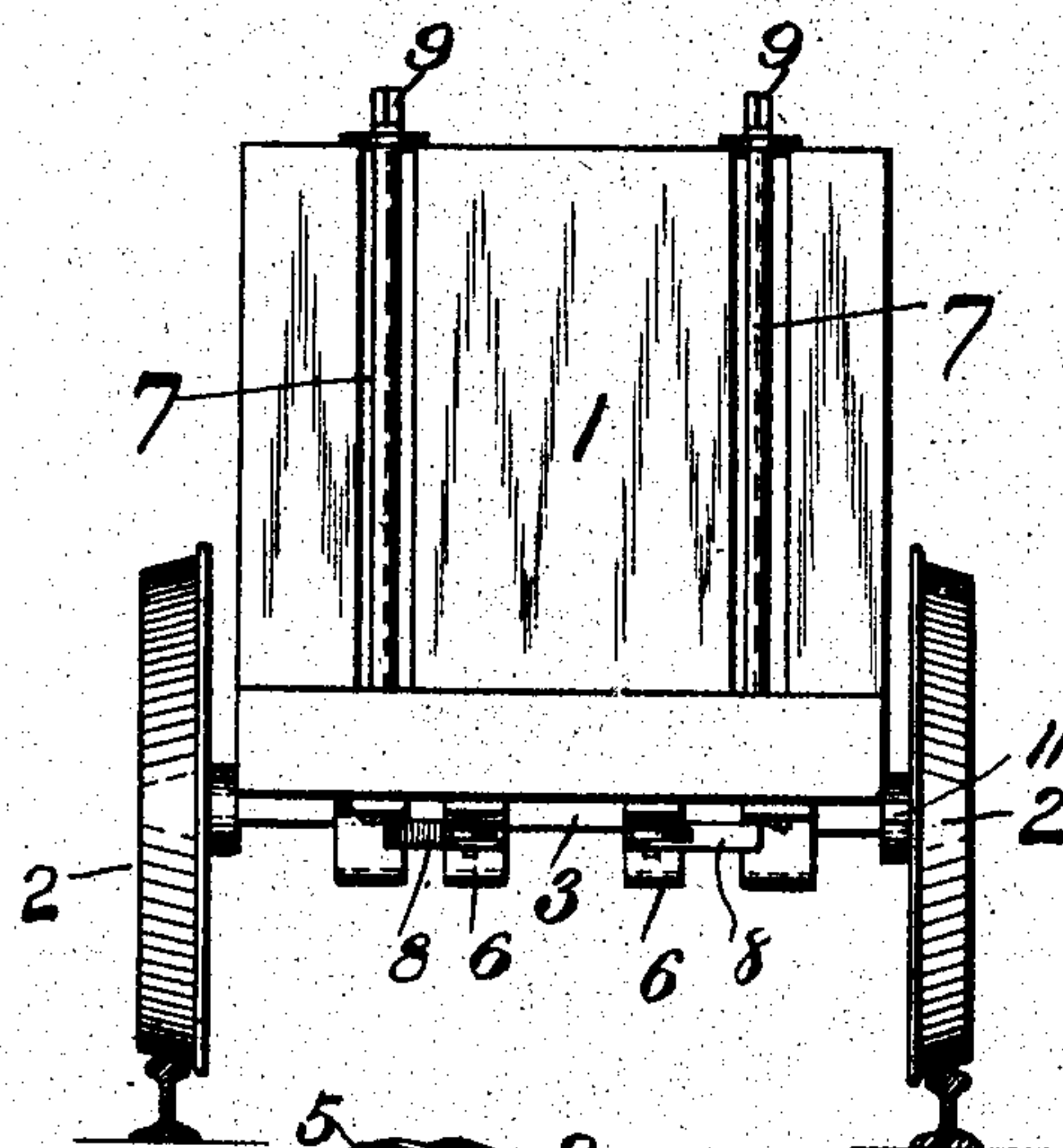


Fig. 2.



Witnesses:  
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# UNITED STATES PATENT OFFICE.

BERTRAM BRITTON, OF HARMONY, INDIANA.

## CAR-SPRAGGER.

SPECIFICATION forming part of Letters Patent No. 781,396, dated January 31, 1905.

Application filed September 12, 1904. Serial No. 224,200.

*To all whom it may concern:*

Be it known that I, BERTRAM BRITTON, a citizen of the United States, residing at Harmony, in the county of Clay and State of Indiana, have invented new and useful Improvements in Car-Spraggers, of which the following is a specification.

This invention has relation to means for impeding the movement of a car by entirely checking the motion of the wheels and generally termed a "spragger."

It is the object of my invention to provide such improvements in car-spragging attachments to cars as will render them more certain, and hence more safe in their operations than heretofore, and also to place the spragging attachment to all intents and purposes entirely out of the way in using the car, so that it may not be an interfering means nor be accidentally interfered with.

The invention consists of the improvements in car-spragging devices hereinafter described in view of the annexed drawings, forming a part of this specification, in which—

Figure 1 is a bottom view of a car provided with my improved car-spragging attachment, the wheels on one side being represented as spragged, while upon the opposite side they are shown as free, this position of the parts being simply chosen to facilitate the giving of a clear explanation of the construction and mode of operation of the invention. Fig. 2 is an end view of the car. Fig. 3 is an inside view in perspective of one of the car-wheels, showing it as engaged by a spragger.

Similar symbols of reference designate similar parts or features, as the case may be, wherever they occur.

In the drawings, 1 designates a car-body, and 2 the wheels adapted to turn upon or with the axles 3. These may be of the construction shown or of any other suited to the circumstances, excepting that in all cases the wheels on their inner sides must be provided with the grooves 4 and stops 5 in said grooves or with equivalent features. All parts of the attachment requiring support vertically are supported, so that it will not be necessary to refer to each of these parts specifically.

On each side of the car-bottom and extend-

ing longitudinally thereof is a shifting bar 6, which is offset or bent at points, if need be, in order not to interfere with constituent parts of the car, and each of said bars is at one end connected with the lower end of a crank-rod 7 through the intervention of a link 8. The crank-rods are vertically arranged in suitable bearings at one end of the car, as is clearly shown in Fig. 2, and they are squared at their upper ends 9, so that a key, crank, wrench-like arm, or other suitable means may be applied thereto to turn them to a limited extent, and so shift the bars 6 to and fro, as will be understood without further explanation. By this means of operating the shifting bars when the latter operation is not necessary the cranks can be removed and the car left free of anything to in any way interfere with loading, unloading, &c., as would not be the case if levers or other fixed means were connected with the shifting bars or similar means.

One of the shifting bars 6 is made longer than the other, and referring to said longer bar it will be seen that it extends substantially the full length of the car and is provided on the end opposite to that at which it is attached to the link 8 with a bell-crank lever 10, which is connected with a sprag 11, which upon the shifting of the bar 6 is operated so as to be moved into the groove 4 formed on the inner face of the wheel 2 and so as to engage the stops 5 and prevent the rotation of the wheels, or be withdrawn from the said groove, so that the wheel may be moved without interference. Supposing the wheel just spoken of to be the rear wheel of the car, the longer bar is provided with a like bell-crank lever and sprag near the center of the car, which is adapted to be operated in a manner like that just described in order to control the operation of the front wheel in unison with the rear wheel. It will now be seen that the car could readily be provided at both ends with crank-rods connected with the shifting bar, so as to operate the latter from either end. The shorter shifting bar, like the longer, is provided with bell-crank levers 10 and sprags 11 to control the operation on the side of the car upon which it is located and to per-



form these functions in a similar way to the longer bar. It is made shorter than its fellow shifting bar, for the reason that it is arranged to operate upon its wheels from the sides of the same nearer the front end, while the former bar operates upon its wheels on the sides nearer the rear end. The sprags of the shorter bar are shown as in engagement with its wheels, so as to stop their movement or rotation entirely, while those of the longer bar are represented as out of engagement with its wheels to permit them to rotate freely.

It is proposed in operation to have both shifting bars of the same length, to be equipped with the same means, and to be operated in unison or not as desired. The difference in the construction, position, and form shown in the present case is for the purpose of indicating some of the variations in details that may be availed of in the construction and use of my improvements without departing from its nature or spirit. However, it would be entirely consistent with my improvements to have the shifting bars of different lengths, as repre-

sented in the drawings, or to use but one shifting bar if that alone would suffice on a lightly-loaded car, or to equip the car so that the shifting bars might be operated from either or both ends.

I claim—

The combination, with a car-spragging device adapted to be moved into and out of engagement with the wheels to stop or release them, of a longitudinally-movable shifting bar provided with bell-crank levers to move the spragging devices into and out of engagement with the wheels, a vertical rod arranged at the end of the car and constructed at its upper end to receive a key or crank to rock the same, and operative connections between said rod and shifting bar to operate the latter.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

BERTRAM BRITTON.

Witnesses:

ERNEST BAYER,  
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