

No. 875,888.

PATENTED JAN. 7, 1908.

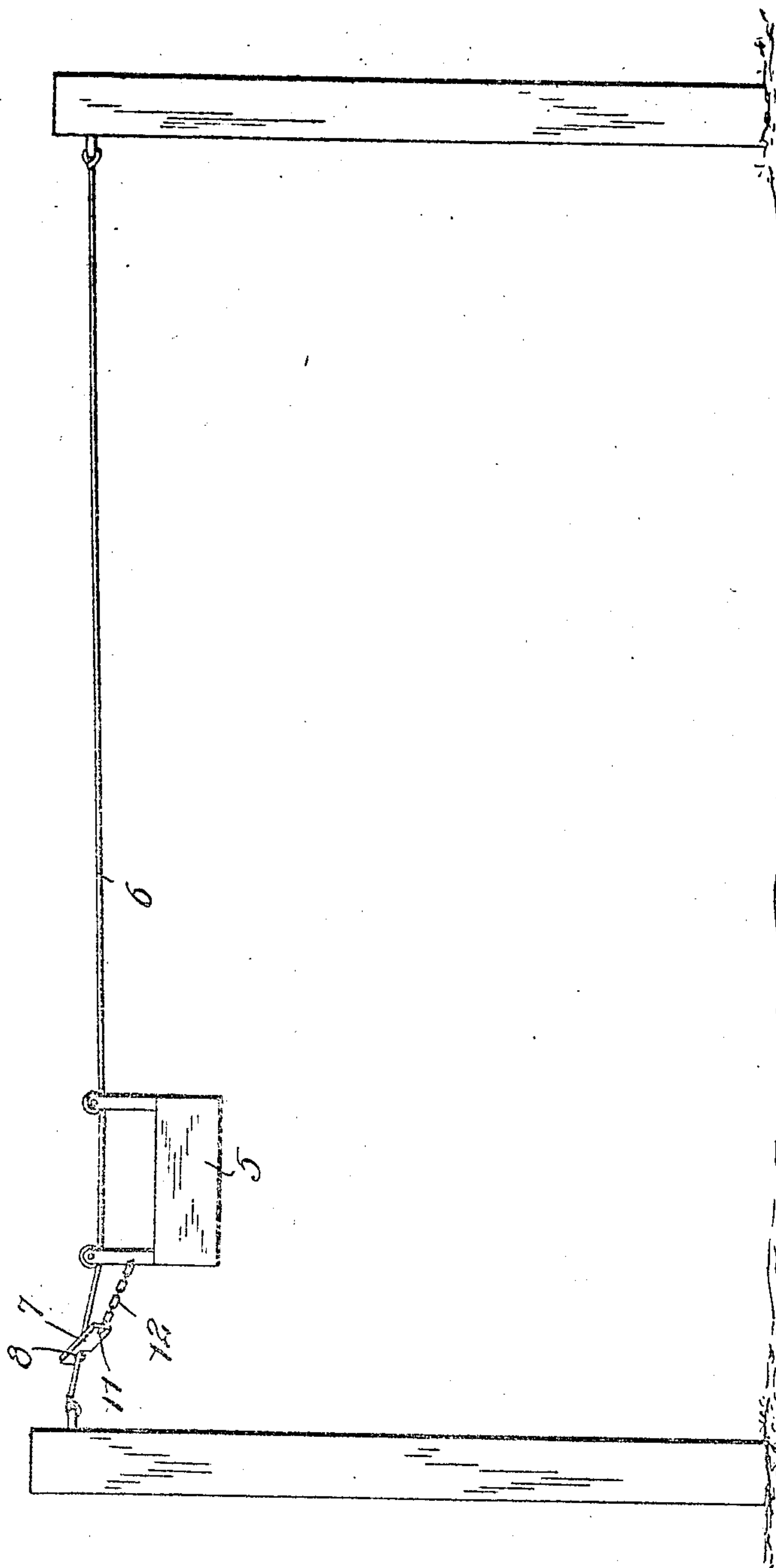
J. H. BRADLEY.

CARRIER STOP.

APPLICATION FILED FEB. 16, 1907.

2 SHEETS—SHEET 1.

FIG. 1—



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2 SHEETS—SHEET 2.

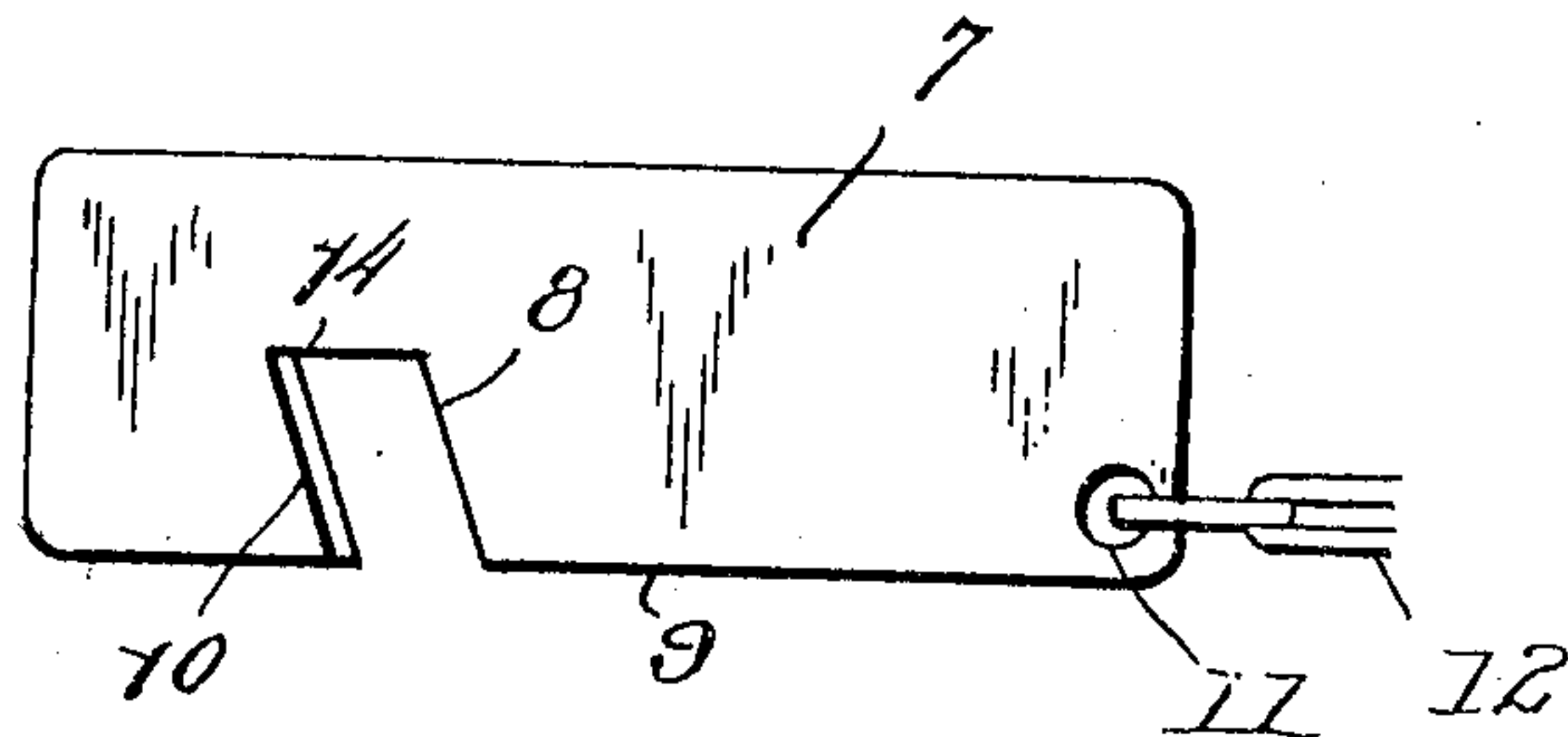


Fig. 2.

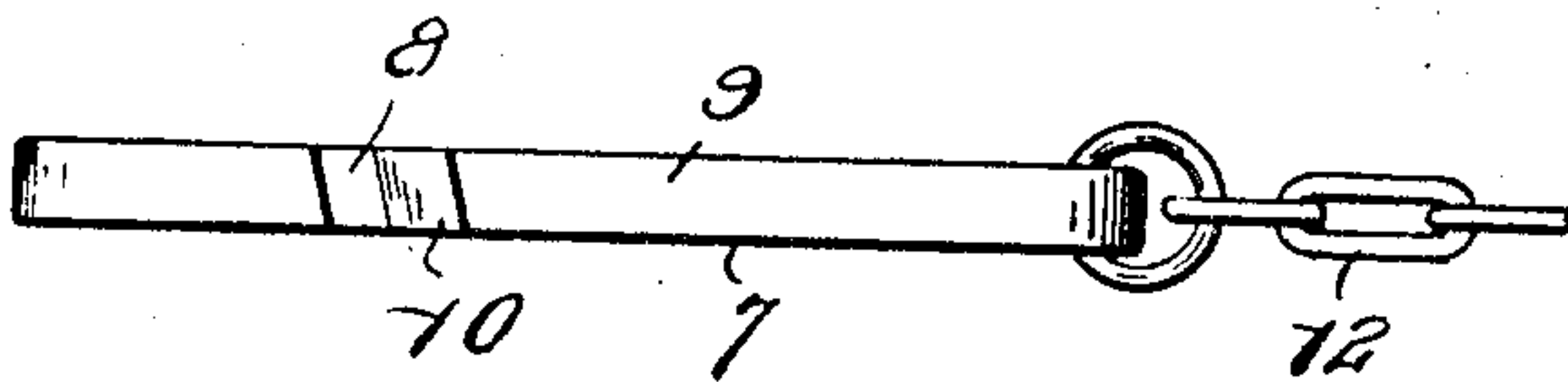


Fig. 3.

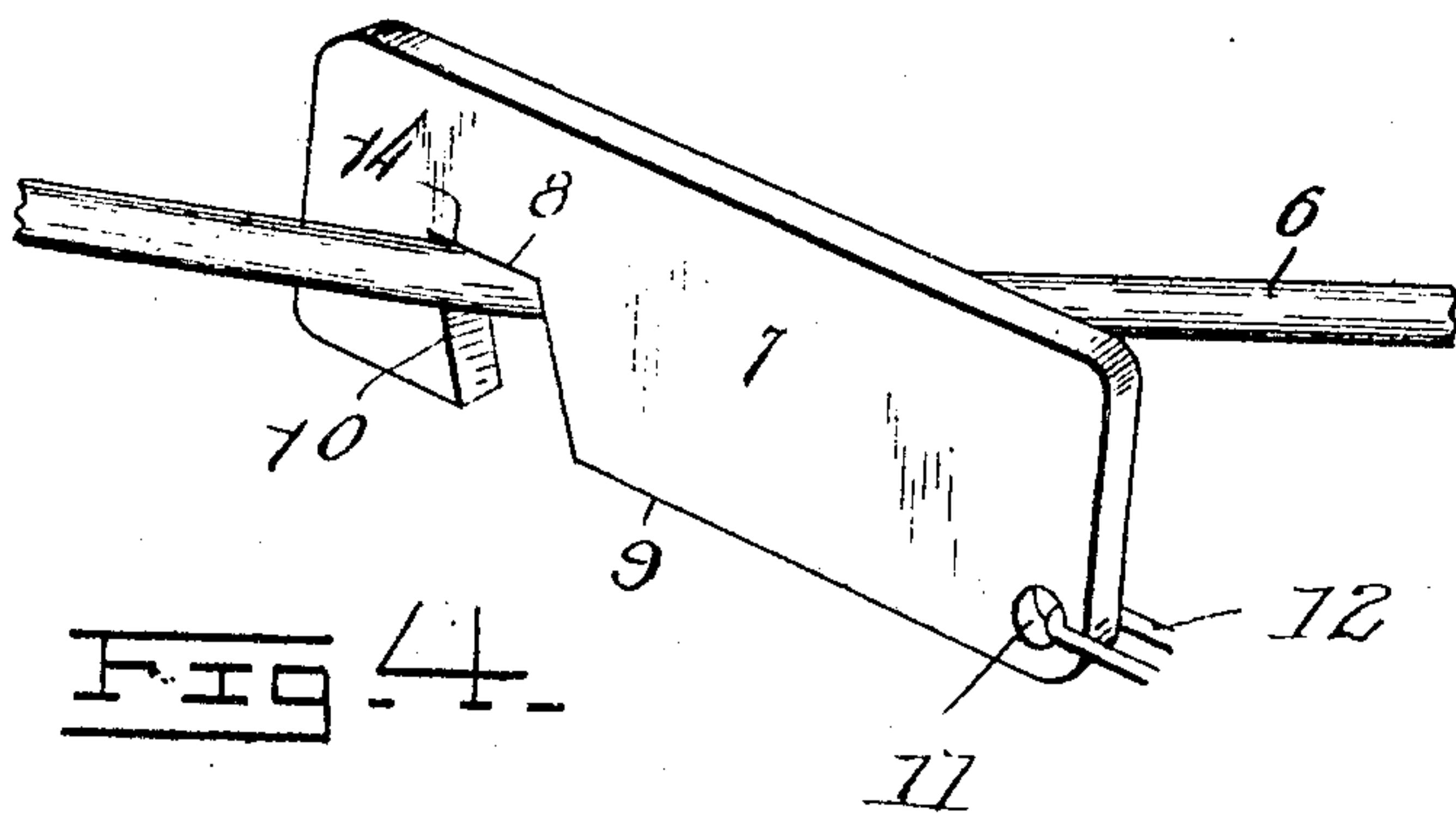


Fig. 4.

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UNITED STATES PATENT OFFICE.

JOHN H. BRADLEY, OF KENYON, MINNESOTA.

CARRIER-STOP.

No. 875,888.

Specification of Letters Patent.

Patented Jan. 7, 1908.

Application filed February 16, 1907. Serial No. 357,703.

To all whom it may concern:

Be it known that JOHN H. BRADLEY, citizen of the United States, residing at Kenyon, in the county of Goodhue and State of Minnesota, has invented certain new and useful Improvements in Carrier-Stops, of which the following is a specification.

This invention relates to elevated carriers and more particularly to stops for the cars thereof, and has for its object to provide a stop which will be extremely simple and cheap, and which may be used to hold a car stationary upon its track while being loaded or unloaded.

Another object is to provide a stop which may be quickly fastened and unfastened.

Other objects and advantages will be apparent from the following description and it will be understood that changes in the specific construction shown and described may be made within the scope of the claims without departing from the spirit of the invention.

In the drawings forming a portion of this specification and in which like numerals of reference indicate similar parts in the several views: Figure 1 is a view of a carrier provided with the present invention, Fig. 2 is an elevational view of the stop, and Fig. 3 is an edge view of the stop. Fig. 4 is a perspective view of the stop engaged with the track.

Referring now to the drawings, there is shown a carrier comprising a car 5 and an elevated track 6 of the usual type. It has been found that tracks of the kind shown—those formed of wire—have a tendency to sag between their supports so that the cars run to the lowest portions thereof, and it is to hold the cars stationary upon their tracks that the present invention is provided, as stated in the foregoing.

The stop is formed from a rectangular blank 7 of suitable size, having a notch 8 formed therein adjacent to its forward end, this notch opening through one edge 9 of the blank and slanting toward the forward end thereof. The notch also opens through the side faces of the blank, as shown, and extends at an angle to these faces, as clearly illus-

trated in Fig. 3. The angles 10 formed by the union of the walls of the notch and the side faces of the blank are thus thrown out of alinement transversely of the stop.

A perforation 11 is formed in the blank adjacent to its rearward end and in alinement with the notch longitudinally of the stop, and in this perforation there is engaged one end of a chain 12 by which the stop is attached to the car 5.

In use, when it is desired to hold the car stationary upon the track, the stop is disposed with the track 6 engaged in its notch when the tendency of the car to move along the track will draw the inner end of the stop toward the track and cause the angles 10 at opposite sides of the notch and at opposite faces of the blank to bite into the track and hold the car stationary. By reason of the fact that the perforation 11 is located at what may be termed the lower inner corner of the stop, the track is caused to wedge against the forward angle 10 and the adjacent angle (indicated at 14) at the inner end of the notch, thus giving the stop a more secure grip upon the track.

It will be understood that the present invention may be used in connection with carriers of all kinds and with similar structures.

What is claimed is:

A stop for cars of elevated carriers comprising a blank having a notch formed in one edge adjacent to one end and extending diagonally toward said end, the side walls of said notch extending diagonally with respect to the side faces of the blank and the end wall of said notch extending at right angles to the sides thereof, said blank having an opening therein adjacent to its distal end from the notch and between the ends of the notch, said opening being arranged for the reception of an attaching member.

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

JOHN H. BRADLEY.

Witnesses:

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ALBERT HILSTAD.