

W. F. CLAPP,
CAR STOP.
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907,972.

Patented Dec. 29, 1908.

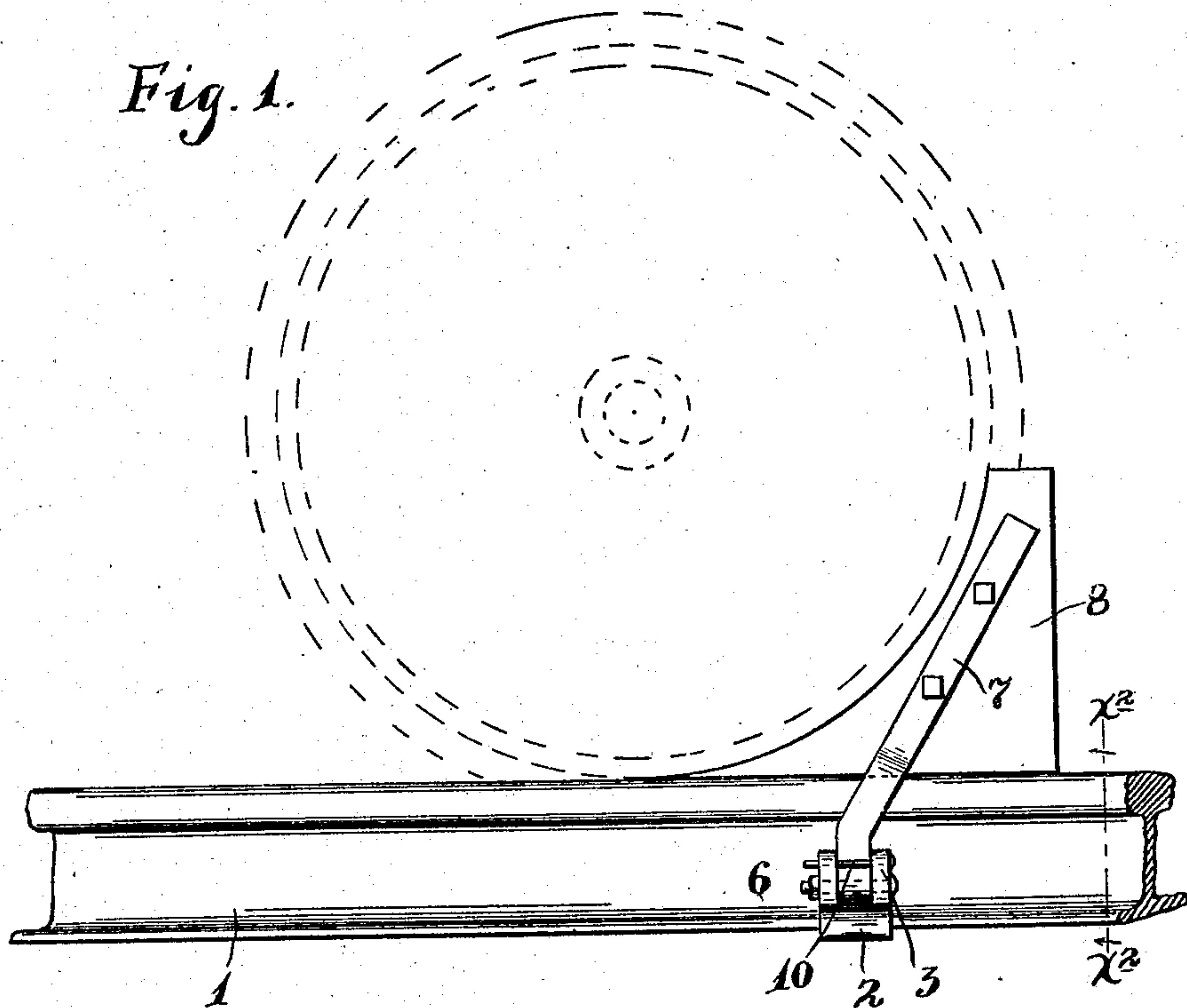
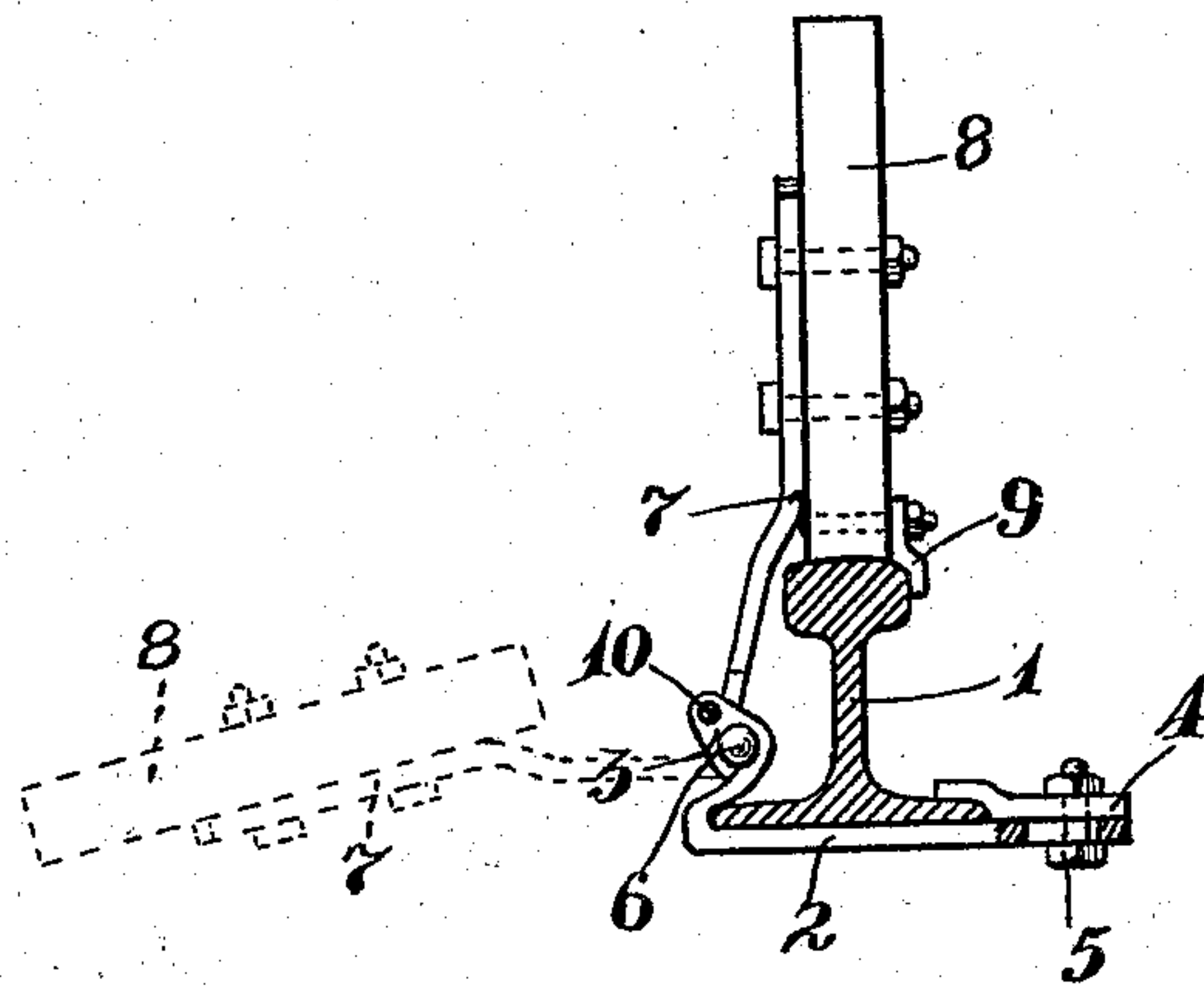


Fig. 2.



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UNITED STATES PATENT OFFICE.

WILLIAM F. CLAPP, OF MINNEAPOLIS, MINNESOTA.

CAR-STOP.

No. 907,972.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, WILLIAM F. CLAPP, a citizen of the United States, residing at Minneapolis, in the county of Hennepin and State of Minnesota, have invented certain new and useful Improvements in Car-Stops; and I do hereby 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.

My invention has for its object to provide an improved car stop, and to this end it consists of the novel devices and combinations of devices hereinafter described and defined in the claims.

The invention is illustrated in the accompanying drawings, wherein like characters indicate like parts throughout the several views.

Referring to the drawings; Figure 1 is a view in side elevation showing my improved device applied to a rail, and a car wheel held by said stop, as indicated by dotted lines; and Fig. 2 is a view principally in end elevation, but with some parts sectioned, on the line $x^2 x^2$ of Fig. 1.

The numeral 1 indicates a portion of a rail having detachably secured thereto, on the under side of its foot flange, a base plate 2. One edge of the base plate 2 is bent upward and inward and closely engaged and overlaps the adjacent edge of the foot flange of the rail 1 and terminates in a pair of laterally spaced hinge lugs 3. A clamp 4 is adjustably and detachably secured to the base plate 2, by a nutted bolt 5, with its inner edge arranged to overlap the adjacent edge of the foot flange of the rail 1, for coöperation with the upturned edge of the base plate 2, to secure said base plate to the foot flange of the rail. Pivoted between the hinge lugs 3, on a bolt 6, is a supporting arm 7 having rigidly secured to its free end a stop block 8, which block, when turned into an upright position, is adapted to rest upon the top of the rail 1 in position to be engaged by one of the wheels of a car truck. The front edge of the stop block 8 is made concave to approximately fit the curvature of a car wheel. To help position,

and hold the stop block 8 on the rail 1, said block is provided with a depending clip 9 for engagement with the flange of the rail. For positively holding the stop block 8 in its upright or working position, the hinge lugs 3 are provided with a pair of diametrically opposite perforations through which a pin 10 is inserted. The perforations are located above the bolt 6 and just outside of the supporting arm 7 when said arm is in its upright position. As is evident, by removing the pin 10 and turning the stop block 8 down into its inoperative position, as shown by dotted lines in Fig. 2, and then replacing the pin 10 in the perforations, the stop block will be locked in its inoperative position.

The above device, while very simple and of comparatively small cost; is thought to be very efficient for the purpose had in view.

What I claim is:

1. In a car stop, the combination with a base plate and means for securing the same to the foot flange of a rail, of a supporting arm hinged to said base plate, a stop block secured to said supporting arm, and means for locking said stop block in an operative position, substantially as described.

2. In a car stop, the combination with a base plate having an upward and inwardly projecting hinge lug and a clamp for coöperation with said hinge lug for securing said base plate to the foot flange of a rail, of a supporting arm pivoted to said hinge lug, a stop block secured to said supporting arm, and a pin coöperating with said hinge lug and supporting arm to lock said stop block in either an operative or inoperative position, substantially as described.

3. In a car stop, the combination with a base plate and means for securing the same to the foot flange of a rail, of a stop block having a supporting arm and a retaining clip, said supporting arm being pivoted to said base plate, substantially as described.

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

WILLIAM F. CLAPP.

Witnesses:

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