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CAR STOP

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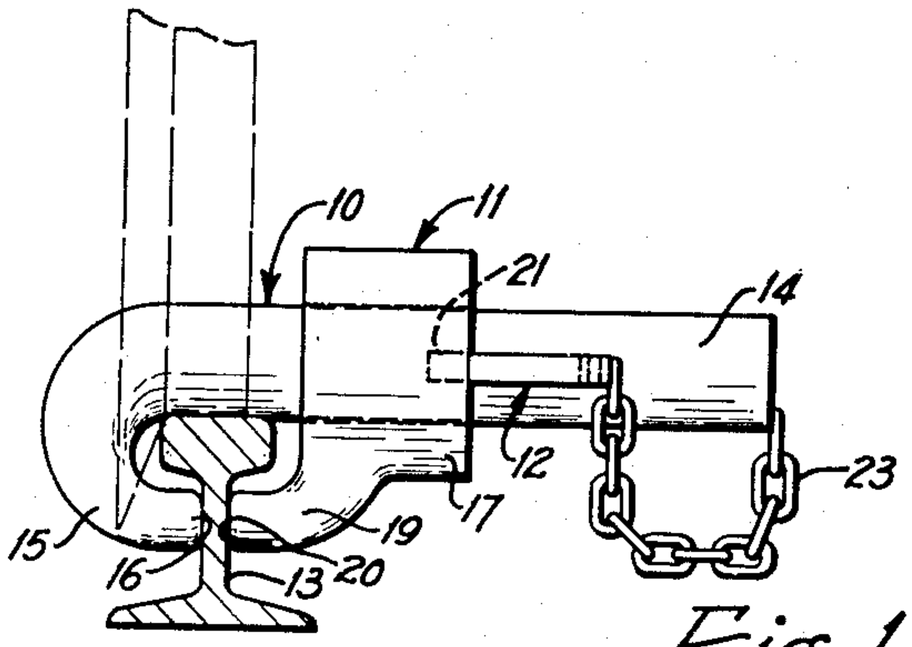

Fig. 1

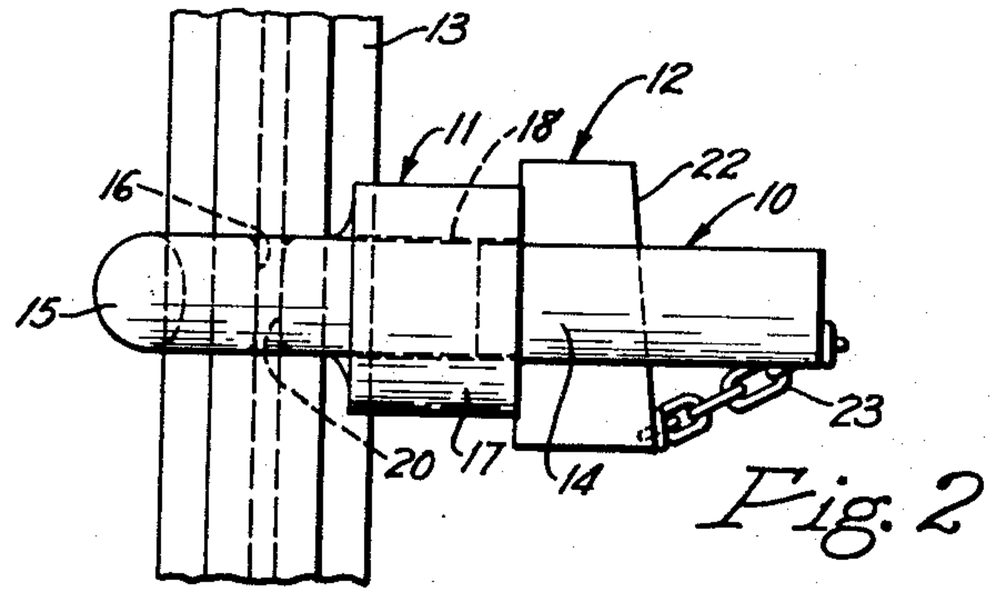

Fig. 2

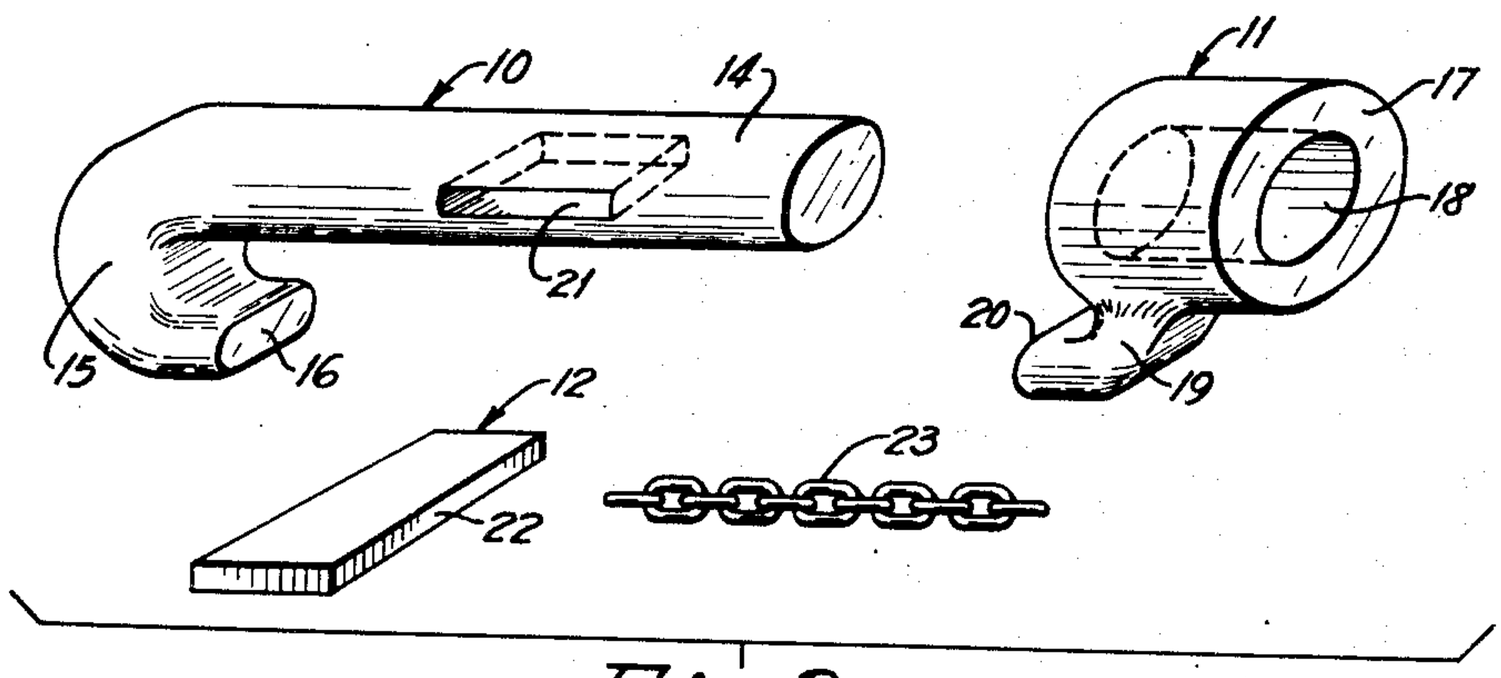

Fig. 3

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CAR STOP

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1 Claim. (Cl. 104—258)

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My invention consists in a new and improved car-stop for preventing accidental movement of a car or train of cars spotted on a railway track, as for the purpose of loading or unloading the car or cars. While adapted for advantageous use for railway cars in general, my present invention is especially designed for mine cars in retaining the latter in proper position for loading in the mine and holding the same in proper position for unloading the cars on the tipple.

In the interior of the mine the tracks are usually not horizontal or level and in the case of tipples or other unloading areas the same is true.

Again, the floors of the cars used in mines are usually not more than four inches above the top surface of the track rails, and consequently the stop must extend a less distance above the rails to avoid contact with the floors of the cars to prevent injury to the latter which usually extend horizontally of the cars beyond the wheels. Thus it is difficult for the stops now in general use to be removed from the rails when the cars are to be shifted into another location.

My improved car-stops are so designed that, when in operative position, they do not protrude above the rails sufficiently to be engaged by other portions of the car except the wheels, so that no damage to the cars is possible because of such an engagement. Again in the case of my improved stops the flanges of the wheels are the only portions of the stops which are engaged.

In the accompanying drawings, which illustrate a practical embodiment of the principles of my invention,

Fig. 1 is an elevation looking longitudinally of the track and showing the parts of the stop assembled in operative position, the wheel of a car being shown in dotted lines engaging the stop to hold the car stationary;

Fig. 2 is a top plan view of the stop as it is clamped to the rail, and

Fig. 3 shows in perspective the disassembled elements of the stop.

Referring to the drawings, the three main elements of my improved stop are the hook-bar member 10, the sleeve member 11, and the wedge 12. 13 indicates one of the track rails which is of the standard cross-sectional form comprising the base, the ball and the connecting web. The hook-bar member 10 is composed of a stem 14 which is preferably a bar of cylindrical cross-sectional shape, which rests transversely across the ball of the rail, and is preferably about two inches in diameter. The adjacent end of the member 10 is somewhat flattened and is bent to

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form a terminal hook 15 which fits down along the side of the ball of the rail and has a broadened straight terminal edge 16 which bears against the web of the rail.

The sleeve member 11 is provided with a cylindrical body portion 17 having a longitudinal bore 18 which is of proper diameter to slide over and along the stem 14 of the member 10. The sleeve member 11 is also provided with a depending hook portion 19 which, as the sleeve member 11 is forced along the stem 14, engages the right hand side of the web of the rail and also extends downwardly and forwardly to engage its straight terminal edge 20 with the adjacent side of the rail web.

The stem 14 is further provided with a slot 21 which extends diametrically through the stem, preferably having parallel side walls disposed at right angles to the axis of the stem.

When the member 10 is placed on the rail as illustrated in Figs. 1 and 2, the sleeve member 11 is slid up on the member 10 until the terminal edge 20 bears against the web of the rail.

The wedge member 12 is made of flat plate material having its one side edge disposed preferably at right angles to the squared ends of the plate while its other lateral edge 22 is inclined relative to the first mentioned edge. Thus the member 12 forms a wedge which may be driven into the slot 21 with the inclined edge 22 bearing against the right hand end of the sleeve member 11, wedging the hook 19 against the ball and web of the rail, and simultaneously forcing the hook 15 into like engagement with the other side surfaces of the rail.

To prevent accidental loss or displacement of the wedge member 12, it may be permanently attached to the member 10 as by a chain 23 having its ends welded permanently to the members 10 and 12, respectively, said chain being of sufficient length to allow the wedge to be inserted into and withdrawn from the slot.

In mounting the stop on a rail, it is positioned with the stem 14 extending to the outer side of the track so that the stop can be readily mounted on the rail and may be conveniently loosened and removed by a hammer blow on the entrance end of the wedge to drive the same from the slot and release the stem member. Thus the stop may be loosened and removed, to release the car or train of cars, without reaching under the low car floors or without interference by the car couplers.

The material of which the stop members is formed is preferably malleable steel or other suitable material which will stand the strain.

It will be noted that the only portion of the car or car wheel which contacts the stop is the wheel flange.

I claim:

A rail clamp for holding a car wheel from moving along a track which comprises a bar to be laid across a rail head and project beyond both sides thereof for engagement by a car wheel, one end of said bar being flattened and bent into the shape of a hook that extends clear of one side of the rail head and turns back on itself and has a broad flat end to engage the web of the rail spaced below the rail head, a sleeve slidably mounted on said bar and having a downwardly and forwardly shaped hook with a broad flat end to engage the opposite side of the web of the rail spaced below the rail head, a transverse slot in said bar, and wedge means extending through said transverse slot in the bar and engaging the sleeve to tightly clamp the flat ends of both hooks against the opposite sides of the web of the rail and lock it thereon.

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