

(No Model.)

G. L. BROOMHALL.

LOCK OR STOP BLOCK.

No. 304,697.

Patented Sept. 9, 1884.

Fig 1

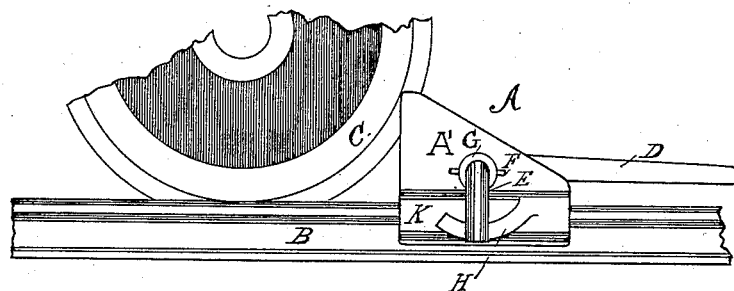


Fig 2

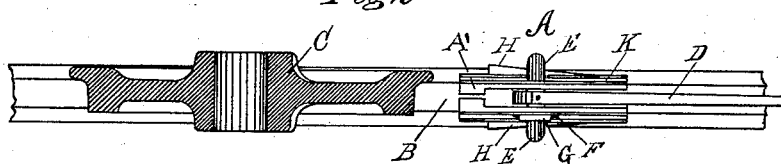


Fig 3

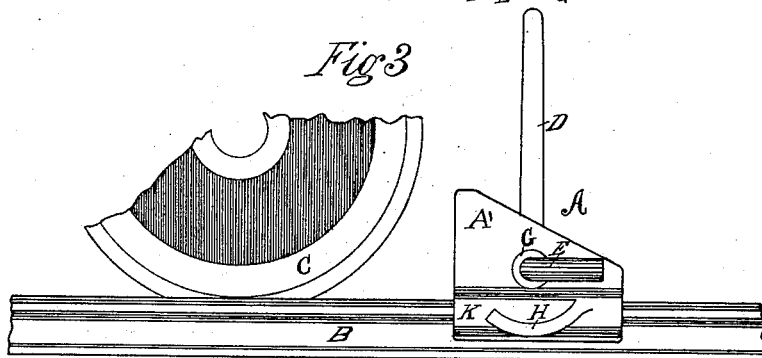
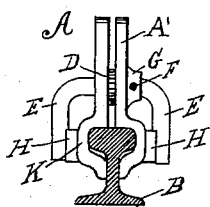


Fig 4



Witnesses
Richard W. Haly
Joseph Kay

Fig 6

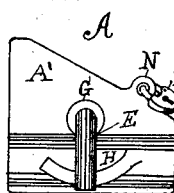
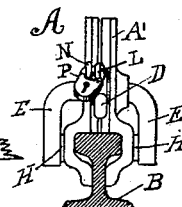


Fig 5



Inventor
George L. Broomhall
John J. L. City

UNITED STATES PATENT OFFICE.

GEORGE L. BROOMHALL, OF PATERSON, NEW JERSEY.

LOCK OR STOP BLOCK.

SPECIFICATION forming part of Letters Patent No. 304,697, dated September 9, 1884.

Application filed January 7, 1884. (No model.)

To all whom it may concern:

Be it known that I, GEORGE L. BROOMHALL, a citizen of the United States, residing at Paterson, Passaic county, State of New Jersey, have invented a new and useful Improvement in Lock or Stop Blocks, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof.

10 The object of my invention is to produce a stop or lock block for blocking and locking cars on side tracks and switches of such new construction as to remove all danger of cars locked or blocked therewith escaping from
15 their fixed position, which will be hereinafter fully explained.

Figure 1 of the drawings is a side elevation of my invention in operation. Fig. 2 is a plan. Fig. 3 is a side elevation showing the device out of operation. Fig. 4 is a front elevation. Fig. 5 is a rear elevation, and Fig. 6 is a view of the device locked.

A represents a stop or lock block having sides A', provided with curved inclines H. The sides A', which are made to conform to the shape of the rail B, are provided with suitable holes to accommodate a clutch-bar having depending lugs E. The clutch-bar is provided with an operating-lever, D, which
30 lever is centrally located on and secured to the clutch-bar, as shown in Fig. 2. The upper inner back part of the sides or plates A' are suitably boxed out, so as to give ample room to the lever D to operate freely between
35 said sides or plates, the top edges of which are provided with lugs N, said lugs having suitable holes to accommodate a lock, P. One of the sides or plates is provided with a hub, G, having a suitable hole to accommodate a pin, F.

40 In practice the device is placed on the rail B with the operating devices in the position shown in Fig. 3.

To put the device in operation, it is moved
45 forward against the wheel C, after which the

lever D is drawn back and depressed, which action brings the lugs E of the clutch-bar into engagement with the inclined curved surfaces H, which, when the lever reaches its lowest depressed position, forces the sides or plates A' hard against the web of the rail B, after which the pin F may be placed in position and the operating devices assume the position shown in Figs. 1 and 4. It will be seen that the pin, after passing through the hub G and clutch-bar, firmly secures the device in position to hold the cars safely on the side track, switch, &c.; but to guard against the danger of designing persons drawing the pin F and removing the block to allow the cars
60 to escape from their positions on the switch, side track, &c., the device is provided with a lock, P, and may be securely locked thereby to the rail B, and thus remove all danger of the cars leaving the switch, side track, &c., to enter upon the main track, preventing thereby accidents, which so frequently occur where the cars are insecurely arranged on the switches, side tracks, &c., and which from the jar of passing trains, pressure from high
70 winds, downgrade, &c., are rolled on the main track, endangering life and limb thereby.

My lock and stop-block, being portable, may be carried about from place to place where the same is needed.

75 Having described my invention and its operation, what I claim, and desire to secure by Letters Patent, is—

The combination, with the stop or lock block A, having sides A', provided with curved inclines and holes, and a clutch-bar arranged in said holes, the clutch-bar having lugs and operating-handle for operating said bar, and lugs, lock, and pin for locking and securing the device to the rail, of the rail B and wheel C, substantially as set forth.

GEORGE L. BROOMHALL.

Witnesses:

JOHN INGLIS,
JOSEPH KAY.