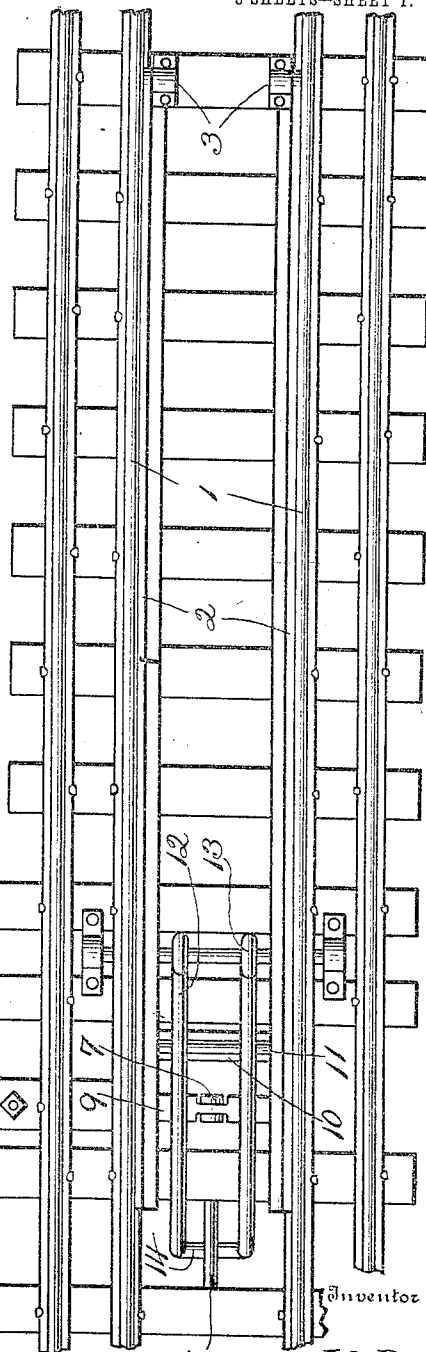
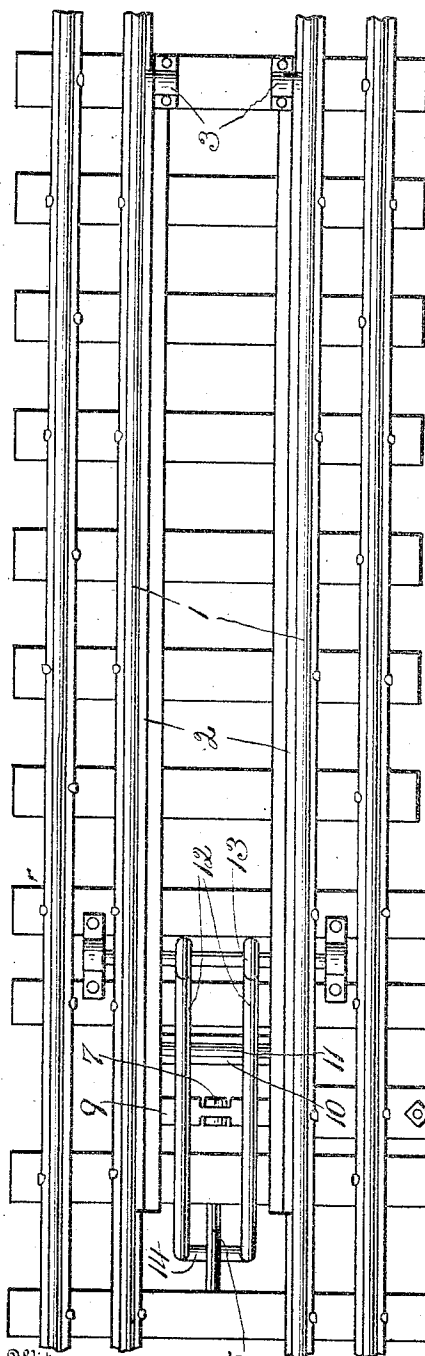


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SAFETY DEVICE FOR RAILWAYS.  
APPLICATION FILED MAR. 2, 1909.

931,733.

Patented Aug. 24, 1909.

3 SHEETS—SHEET 1.



Witnesses

J. P. Britt  
J. C. Small

Fig. 1.

By

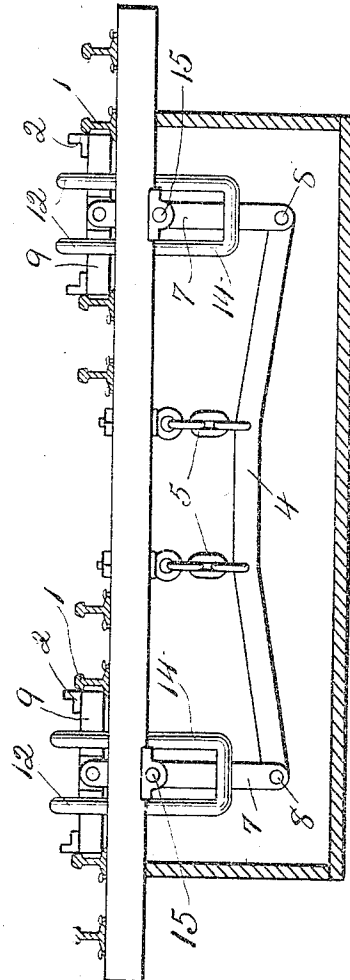
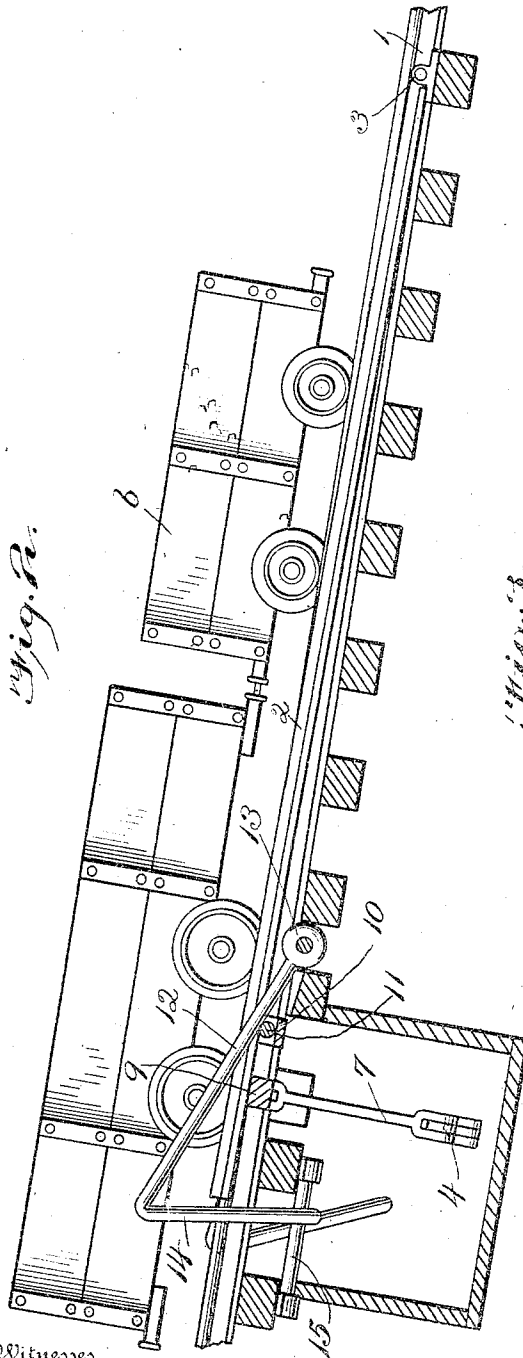
J. C. Day  
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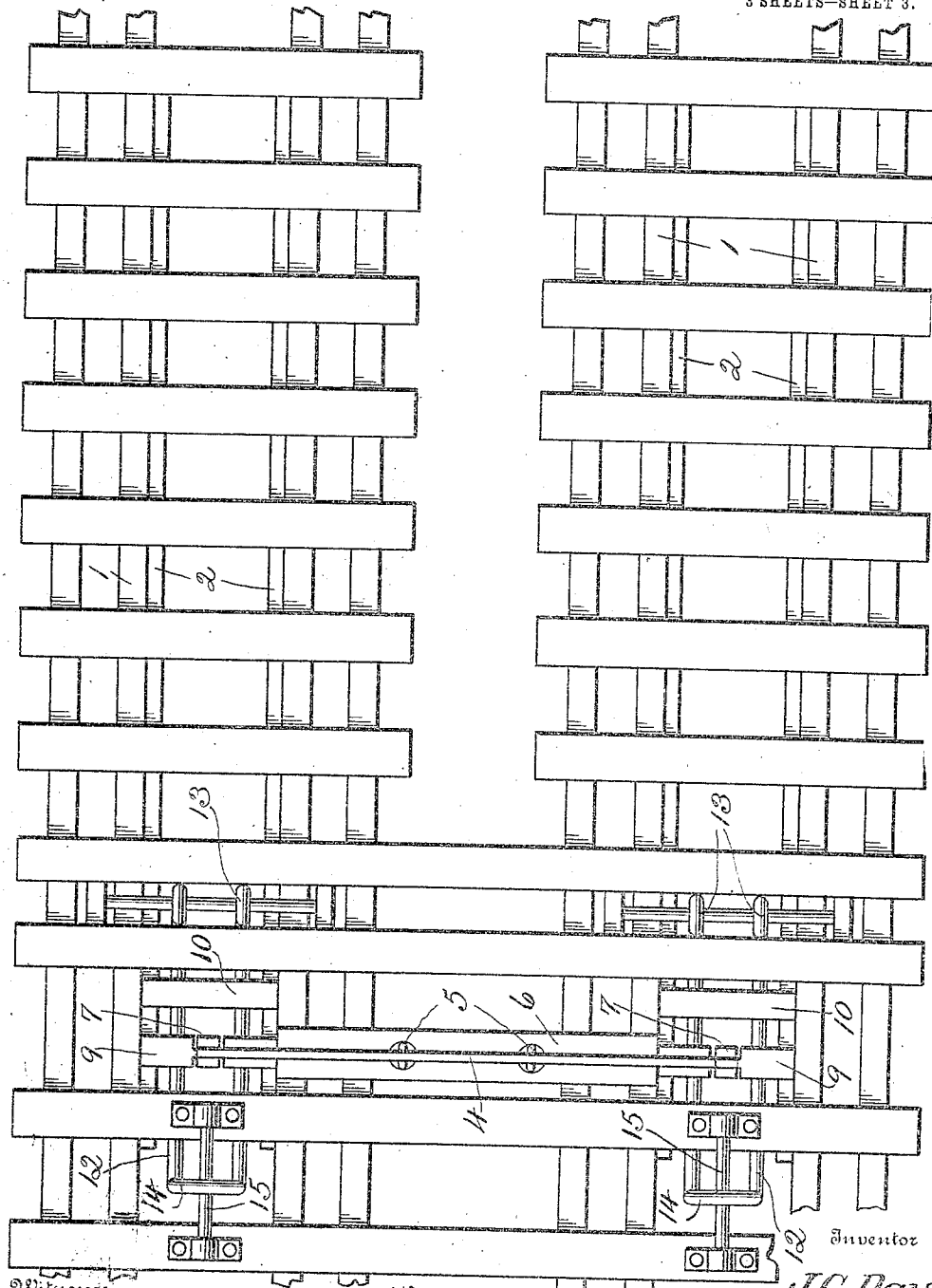
Attorneys

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3 SHEETS—SHEET 3.



Witnesses  
J. P. Brett  
H. E. Small

Aug. 4.

Inventor  
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Attorneys

# UNITED STATES PATENT OFFICE.

JOHN C. DAY, OF WIDEMOUTH, WEST VIRGINIA.

SAFETY DEVICE FOR RAILWAYS.

931,733.

Specification of Letters Patent.

Patented Aug. 24, 1909.

Application filed March 2, 1909. Serial No. 430,873.

*To all whom it may concern:*

Be it known that I, JOHN C. DAY, a citizen of the United States, residing at Widemouth, in the county of Mercer and State of West Virginia, have invented a new and useful Safety Device for Railways; 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.

The invention relates to a locking device for car tracks, and has for its object to provide a device of this character especially adapted for the use of car tracks in or connected with mines.

In hauling mineral products, in and about mines, it is customary to have a double track system, and to have what is called a barney car to lead or carry the hauling car which is in engagement therewith. What is called the barney car runs on narrow tracks arranged within those on which the car runs. In descending a down grade, the barney car is first placed in position, which causes the safety device embodied in this invention to be thrown upward on the opposite track, as soon as said barney is placed in position. By this means, it will be seen that when the loaded car is switched to one of the main tracks should the car be accidentally switched on the wrong track, the same would be stopped by this locking device, and it would have to go on the track with the barney, or else be stopped. In this connection, it is well to state that these barneys are connected together by a cable and that when one barney is descending with a loaded car, the barney at the other end of the cable is ascending with an empty car, or vice versa.

While this invention relates more particularly to mining roads, it can nevertheless be applied to other kinds of car tracks.

With these and other objects in view, the invention consists in the novel construction and arrangement of parts hereinafter described and shown, and particularly pointed out in the appended claims.

In the drawings, Figure 1 is a plan view of a double track constructed in accordance with this invention. Fig. 2 is a longitudinal sectional view taken through one of the tracks, and showing a car and a barney car on the opposite track. Fig. 3 is a transverse sectional view taken through the track. Fig. 4 is a plan view showing the track inverted.

Referring to the drawings, 1 denotes an ordinary car track, which is provided between the rails thereof with an inner track 2. The inner track 2 is provided with a pivot 3 at one end thereof, and the other end is free as will be hereinafter explained. Beneath the track is a transverse member 4 provided with chains 5 which are connected with an upper transverse member 6. On either end of the transverse member 4 is an upwardly extending arm 7, which is pivoted to said member as at 8 and is also pivotally connected with a block 9, which block is rigidly connected with the inner track.

It will be seen that the chains 5 in addition to serving as fulcrums, also hold the movable track slightly above the level of the outer or regular track, so that when the barney car 6 is placed on its track ready to descend, it presses the arm 7 downward which is beneath the track, and the inner tracks on the other side, are raised twice as high as the first named tracks descend. As the track ascends, the block 10 which is provided with a roller 11 strikes a rod 12 which is pivoted to a transverse rod as shown at 13 and thereby raises the stop 14 which is formed integrally with the rod 12. The upward movement of the stop 14 is limited by a longitudinal rod 15 arranged beneath the track, as clearly shown in Fig. 3 of the drawings. This longitudinal rod is designed primarily, to prevent the accidental displacement of said stop and secondarily, to limit the upward movement thereof.

It will be seen that my invention is simple, inexpensive and durable and that the same is capable of preventing accidents on roads and the consequent injuries to person and property that might result from said accident.

What is claimed is:—

1. A combination of a double track road, having inner tracks mounted within each of said tracks, said inner tracks having means for holding the same slightly above the level of said outer tracks, one of said inner tracks being adapted to raise the opposite inner track, whereby a stopping device is also raised.

2. The combination of a pair of car tracks, having an inner track within each of said tracks, a transverse member arranged beneath said tracks, said member having an arm pivotally connected with each of said inner tracks, said transverse member being

capable of estopping passage on one track when the opposite inner track is depressed.

3. The combination of a pair of tracks, each of said tracks being provided with an inner track, a locking device carried by each of said inner tracks, a roller mounted on said inner track, and adapted to raise said locking device, when said opposite inner track is depressed.

10 4. The combination of a pair of tracks consisting of two rails on each track, an inner track mounted within each pair of said rails, each of said inner tracks having a transverse block, an arm pivotally connected to said block, a roller also arranged transversely of said inner track and adapted to raise the locking device, when the arm of the opposite inner track is depressed.

15 5. The combination of a pair of tracks, each of said tracks consisting of a pair of rails, an inner track mounted within each

pair of said rails, said inner track having a pair of parallel rails pivoted at one end, and movable at the other, said movable rails having a transverse block, an arm extending downwardly from said transverse block, a transverse member pivotally connected with the lower end of said transverse arm and adapted to move one of said inner tracks upwardly, when the opposite inner track is depressed, said inner track having a locking device adapted to be raised when said inner track is raised, a longitudinal member adapted to limit the upward movement of said locking device, substantially as described.

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

JOHN C. DAY

Witnesses:

L. F. BAILEY,  
J. F. BOTTER.