R. A. BEAUSEJOUR.

SAFETY STOP MECHANISM.

APPLICATION FILED JULY 15, 1914.

1,117,545. Patented Nov. 17, 1914.

Fig. 1.

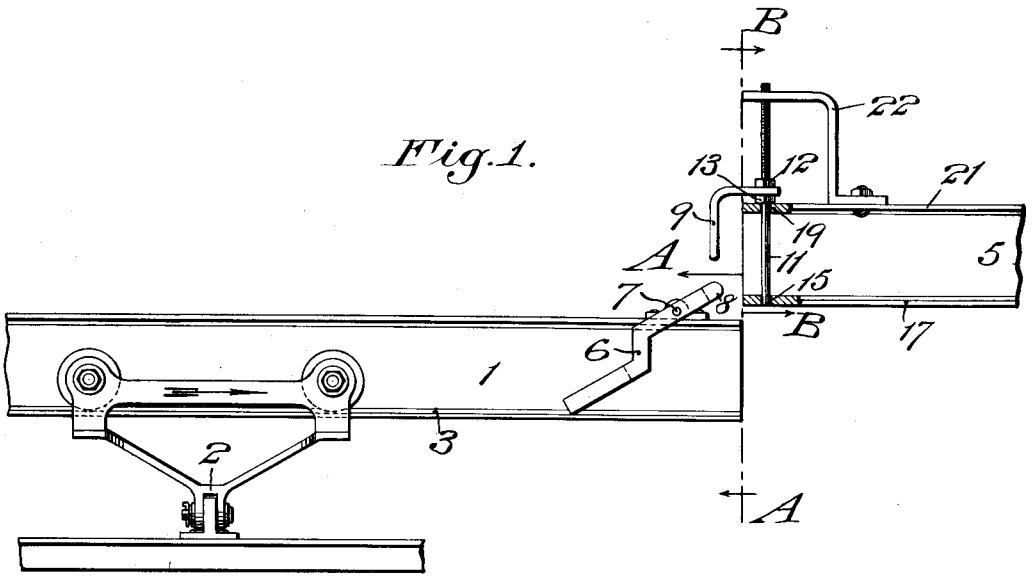


Fig. 5.

Fig. 4.

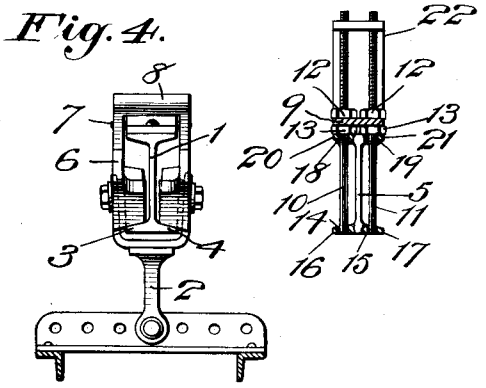


Fig. 2.

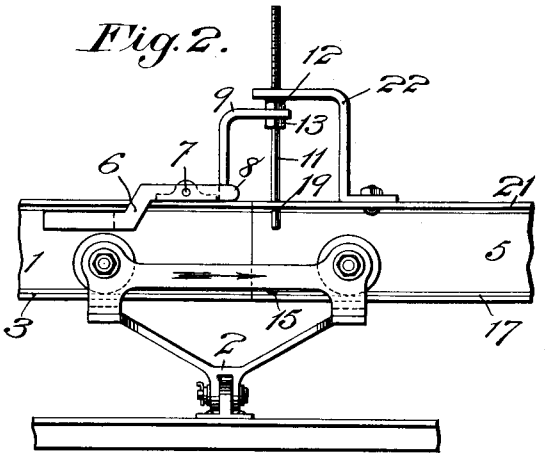
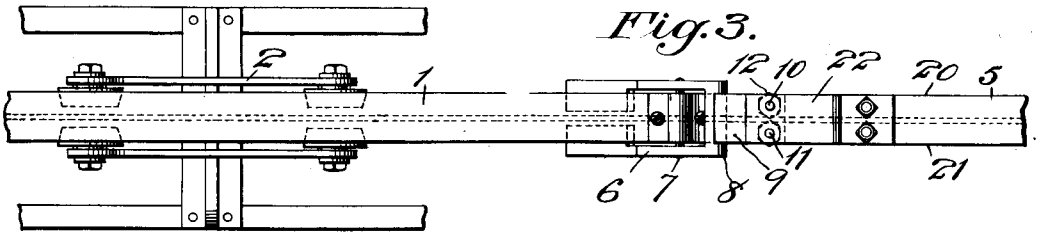


Fig. 3.



Witnesses:-
Hyperion Barry.
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UNITED STATES PATENT OFFICE.

REME A. BEAUSEJOUR, OF NEW YORK, N. Y., ASSIGNOR TO STANDARD VARNISH WORKS, OF ELM PARK, PORT RICHMOND, NEW YORK, A CORPORATION OF NEW YORK.

SAFETY STOP MECHANISM.

1,117,545. Specification of Letters Patent. Patented Nov. 17, 1914.

Application filed July 15, 1914. Serial No. 851,122.

To all whom it may concern:

Be it known that I, REME A. BEAUSEJOUR, a subject of the Crown of Great Britain, and resident of the borough of Richmond, in the city and State of New York, have invented a new and useful Improvement in Safety Stop Mechanism, of which the following is a specification.

This invention relates to a safety stop mechanism for the adjacent ends of overhead tracks upon which cranes or other traveling carriers are run, with the object in view of automatically opening the path for the carrier when the abutting ends of the tracks meet for the passage of the carrier from the movable track to the stationary track or vice versa.

A further object is to provide a stop device carried by the movable track adapted to coact with a stop device on the stationary track for opening and closing the adjacent ends of the said tracks.

A practical embodiment of my invention is represented in the accompanying drawings, in which—

Figure 1 represents a side elevation of a portion of a movable track with a traveling carrier thereon and a portion of a stationary track, with my safety stop devices applied thereto, the tracks being shown in different levels, Fig. 2 represents a view of the same showing the parts of the safety stop devices in the positions which they assume when the open ends of the tracks abut, also showing the carrier passing from one track to the other, Fig. 3 represents a plan view of the parts as shown in Fig. 1, Fig. 4 represents a transverse vertical section taken in the plane of the line A—A of Fig. 1, looking in the direction of the arrows, and Fig. 5 represents a transverse vertical section taken in the plane of the line B—B of Fig. 1, looking in the direction of the arrows.

This safety stop is particularly well adapted to be used where articles are mounted on a carrier and the carrier traveling on a vertically movable track or I-beam which is adapted to be raised to the level of a stationary track or I-beam so that the articles on the carrier may be moved away, for instance, into a hot-box or drying room.

The movable track is denoted by 1. A carrier 2 is arranged to travel upon the lower flanges 3, 4, of the track 1, which track is adapted to be raised and lowered to and from the stationary track 5 by any suitable means not shown herein. The movable track 1 is provided, near its end, with a stop latch 6 which is bifurcated so as to straddle the track 1 and project into the path of the carrier upon the flanges 3, 4. This latch 6 is pivoted at 7 to the track 1 and extends above the track 1, as shown at 8, so as to be engaged by a depending arm 9 adjustably secured to stop rods 10, 11, for the end of the stationary track 5, by means of nuts 12, 13, on the screw-threaded ends of the rods. The rods 10, 11, are adapted to slide vertically through holes 14, 15, in the lower flanges 16, 17, and through holes 18, 19, in the upper flanges 20, 21, of the track 5. The upper ends of the rods above the depending arm 9 and nuts 12 are fitted to slide in a bracket 22 secured to the track 5.

In operation: Assuming that the movable track 2 is being raised so as to be brought into alinement with the stationary track 5, it will be seen that the upper end 8 of the stop latch 6 will engage the depending arm 9 which will carry upwardly with it, the vertically sliding stop rods 10, 11, to the position shown in Fig. 2. The stop latch 6 is thus brought to its horizontal position by the engagement of the depending arm 9 with the stop latch 6 and the bracket 22, in which position the end of the movable track is free for the passage of the carrier. Simultaneously with the lifting of the depending arm 9 the stop rods 10, 11, are raised, which raising leaves the track 5 free from obstruction and the carrier is permitted to pass across the abutting ends of the movable and stationary tracks. After the carrier has passed from one track to the other, the movable track may then be lowered, by which movement the stop latch 6 will gradually fall to its normal position; the depending arm 9 will thereupon follow the stop latch downwardly until the nut 13 reaches the top of the track 3, in which position the stop rods 10, 11, enter the holes 14, 15, in the flanges and obstruct the passage of the carrier from the track 5.

While I have shown the track of I-beam construction, I wish it understood that I do not limit myself to this structure because my safety stop device may be equally well applied to any form of track having a channel for the travel of a carrier. Furthermore, it may be desirable to move either

one or both the tracks, in which case the track 5 may be lowered to the track 1 or both tracks may travel vertically toward and away from each other and still be within the spirit and scope of my invention.

What I claim is:—

1. Two tracks adapted to be brought into and out of alinement, means for opening and closing the free end of the stationary track, means for opening and closing the free end of the movable track, said means coacting with each other.

2. Stationary and movable tracks and a safety stop device therefor comprising a vertically operating stop for the stationary track and a swinging stop for the movable track, said tracks adapted to be brought into alinement for automatically operating said stops to open them.

3. Two tracks adapted to be brought into and out of alinement, a vertically sliding means for opening and closing the free end of the stationary track, and a swinging means for opening and closing the free end of the movable track, said sliding and swinging means coacting with each other.

4. Two tracks adapted to be brought into and out of alinement, means for opening and closing the free end of the stationary track, said means comprising rods mounted to slide vertically in said track, and a swinging means for opening and closing the free end of the movable track, said means comprising a stop-latch pivoted to said track, said rods and stop latch arranged to coact with each other.

5. Two tracks adapted to be brought into and out of alinement, means for opening and closing the free end of the stationary track, said means comprising rods mounted to slide vertically in said track, and a swinging means for opening and closing the free end of the movable track, said means comprising a bifurcated stop latch pivoted to said track, said rods and stop latch arranged to coact with each other.

6. Two tracks adapted to be brought into and out of alinement, means for opening and closing the free end of the stationary track, said means comprising a bracket, rods mounted to slide vertically in said track and bracket, and a swinging means for opening and closing the free end of the movable track, said means comprising a bifurcated stop latch pivoted to said track, said rods and stop latch arranged to coact with each other.

7. Two tracks adapted to be brought into and out of alinement, means for opening and closing the free end of the stationary track, said means comprising a bracket, rods mounted to slide vertically in said track, and bracket, and an arm secured to said rods, and a swinging means for opening and closing the free end of the movable track, said means comprising a bifurcated stop latch pivoted to said track, said arm and stop latch arranged to coact with each other.

In testimony, that I claim the foregoing as my invention, I have signed my name in presence of two witnesses, this tenth day of July 1914.

REME A. BEAUSEJOUR.

Witnesses:
F. GEORGE BARRY,
C. S. SUNDGREN.