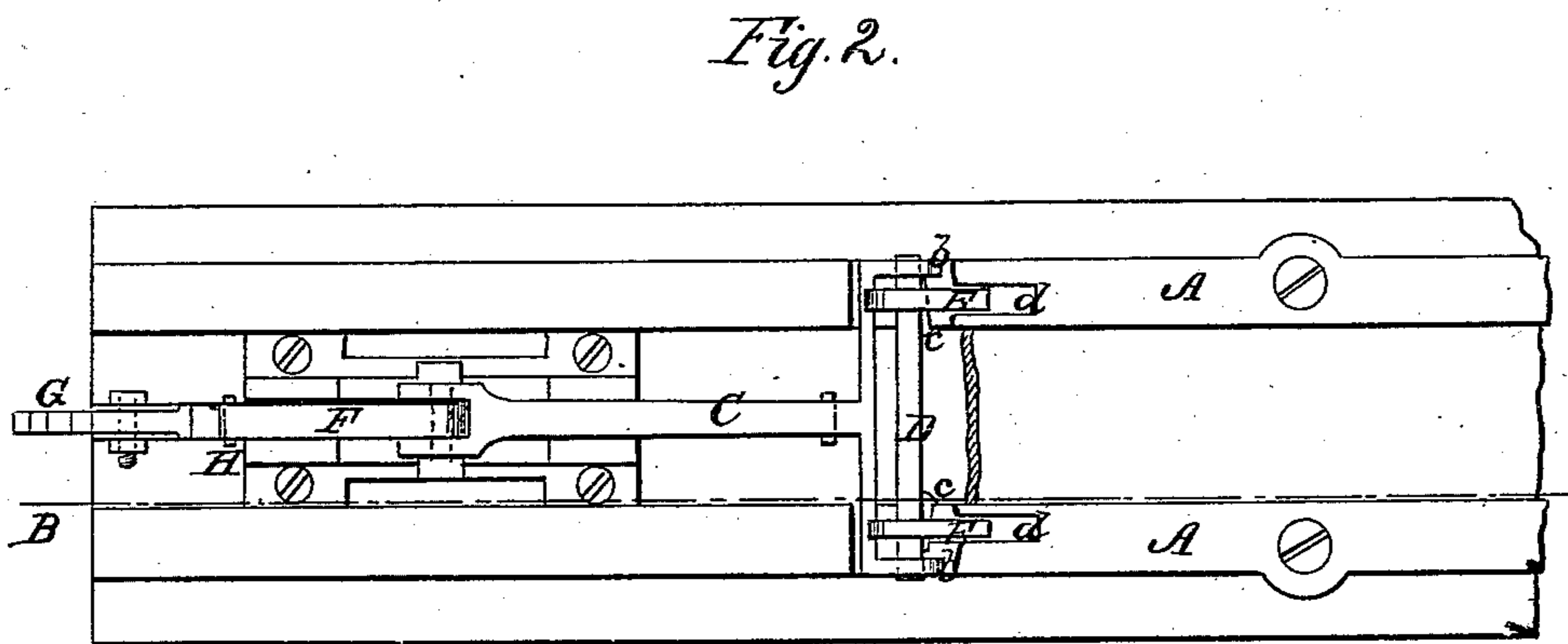
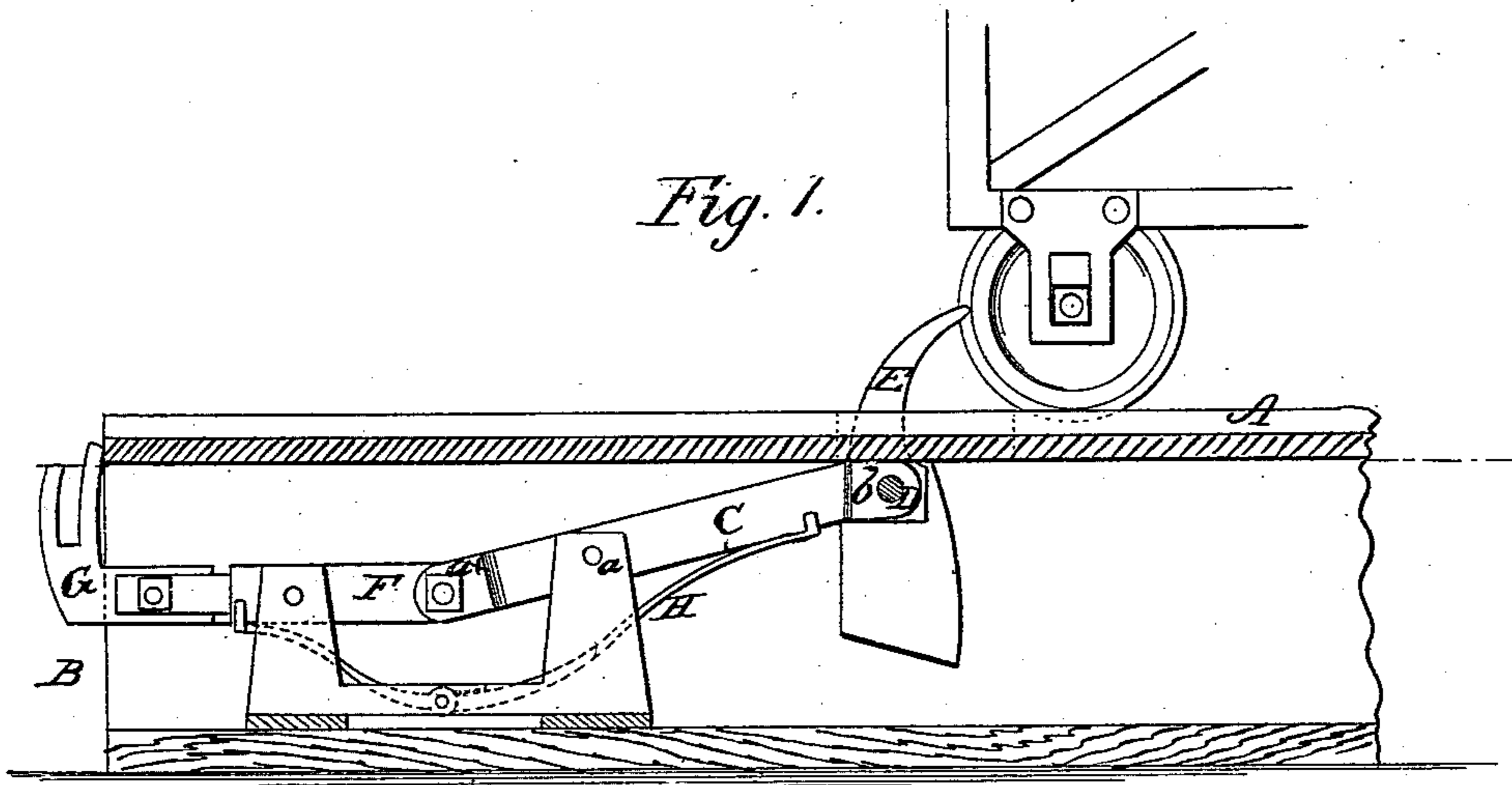


*J. Tamblyn,*  
*Railroad Track,*  
*No 84,778,                      Patented Dec. 8, 1868.*



*Witnesses:*  
*Wm A Morgan*  
*G C Cotton*

*Inventor:*  
*J Tamblyn*  
*per Munn & Co*  
*Attorney*



JAMES TAMBLYN, OF VIRGINIA CITY, NEVADA.

Letters Patent No. 84,778, dated December 8, 1868.

**AUTOMATIC STOP FOR MINING-CARS.**

The Schedule referred to in these Letters Patent and making part of the same.

*To all whom it may concern:*

Be it known that I, JAMES TAMBLYN, of Virginia City, in the county of Storey, and State of Nevada, have invented a new and useful Improvement in Automatic Stops for Mining-Cars; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side view of my invention.

Figure 2 is a plan or top view of the same.

Similar letters of reference indicate like parts.

The object of this invention is to obtain a simple automatic stop to prevent mining-cars from running into the shaft before the "cage" is up at the mouth or top of the shaft to receive the car.

Accidents now frequently occur by cars, with men upon them, being precipitated into an open shaft, and accidents of this kind will be fully obviated by my invention.

In the accompanying sheet of drawings—

A A represent the two rails or track of a mining-car, the latter being partially shown in red in fig. 1.

B represents the top or mouth of a shaft of the mine; and

C is a lever, placed below the track in a suitable cavity or box, and having its fulcrum at *a*.

One end of this lever is forked, the two prongs *b b* of which have the ends of a rod, D, fitted in them.

On this rod D there are secured, by keys *c c*, two curved projections, E E, which, when in use, or performing the functions for which they are designed, pass up through openings *d d* in the rails A A, as shown clearly in fig. 1.

The other end of the lever C is connected, by a pivot-bolt, *a'*, to a lever, F, having its fulcrum at *e*,

and to the outer end of the lever F, a chain, G, is attached, into which the "cage" catches when fully up, and which chain supports the "cage."

H is a curved spring, the ends of which bear, one against the under side of lever C, and the other against the under side of lever F, said spring having a tendency to keep the projections or stops E E in an elevated position, as will be fully understood by referring to fig. 1.

It will be seen, from the above description, that a car moving in the direction indicated by arrow 1, cannot pass into the shaft, the stops E E preventing it.

But when the "cage" reaches the top or mouth B of the shaft, and catches upon the chain G, the weight of the "cage" will draw down the chain, and elevate the connected ends of the levers C F, and the stops E E will consequently be drawn down out of the way, so that the car may pass into the "cage."

Thus, by this very simple means, accidents caused by the passage of cars into the shaft, before the "cage" is up ready to receive them, will be obviated.

The stops E E may be adjusted on the rod D, at a greater or less distance apart, to correspond to the position of the rails, or the width of the space between them.

Having thus described my invention,

I claim as new, and desire to secure by Letters Patent—

The projections or stops E E, arranged with the levers C F, and spring H, connected with the chain G, and all applied to operate in the manner substantially as and for the purpose herein set forth.

JAMES TAMBLYN.

Witnesses:

THOMAS C. FORD,  
JAMES HOOPER.