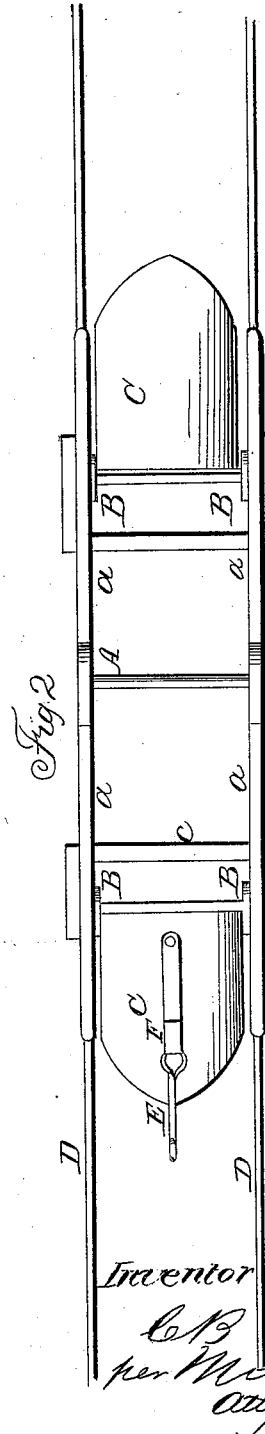
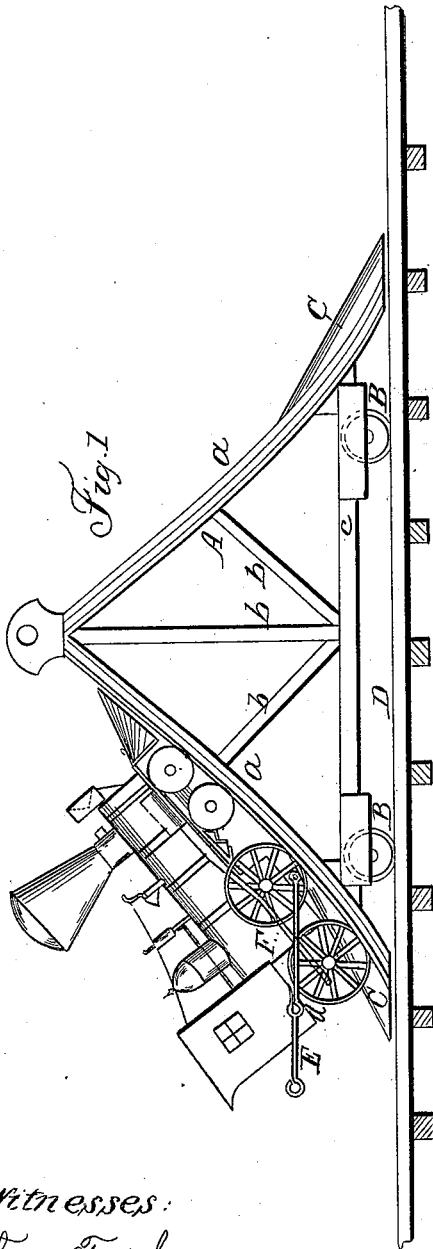


C. B. GUY.

Car Brake.

No. 46,662.

Patented Mar. 7, 1865.



Witnesses:
Thos Tusch
C L Topliff

Inventor
C B Guy
per Mount C
Atty

UNITED STATES PATENT OFFICE.

C. B. GUY, OF LYBRAND, IOWA.

IMPROVEMENT IN COLLISION-BRAKES.

Specification forming part of Letters Patent No. 46,662, dated March 7, 1865.

To all whom it may concern:

Be it known that I, C. B. GUY, of Lybrand, in the county of Allamakee and State of Iowa, have invented a new and Improved Collision-Brake for Railroad-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; Fig. 2, a plan or top of the same.

Similar letters of reference indicate like parts.

The object of this invention is to prevent accidents arising from collisions on railroads; and it consists in the employment or use of a double-inclined track mounted on wheels and placed in front of the locomotive of a train, the locomotive being connected to the inclined track in such a manner that it will disconnect itself in the event of a collision and the locomotives and the forward cars of the two trains pass up the inclined tracks and lose their momentum in the ascent.

A represents the brake, which is composed of a double-inclined track, which is mounted on wheels B, the rails *a* being of heavy railroad-iron and supported at a requisite degree of elevation by supports *b* on a frame or track, *c*, which is supported by the wheels B. The extreme length of this brake may be about thirty-eight (38) feet, the height of the pitch of the rails *a* being ten (10) feet, making the inclination of the rails *a* at each side twenty (20) feet. The rails *a* may be slightly concave, as shown in Fig. 1, and between the rails of each incline at the lower end there is a scraper, C. These scrapers may serve as cow-catchers and to clear the rails D of the track of any obstructions which may be on them.

This brake is placed in front of the locomotive

of a train, and is connected to the locomotive by means of a link, E, and hook F, the latter being attached to the brake and having a short downward curve, *d*, to serve as a bearing for the link E as the latter is shoved forward by the locomotive. (See Fig. 1.) In case of two trains coming in collision, the locomotive of the one to which the brake is not attached will run up the rails *a* of the brake, which are directly in front of it, and at the same time the hook F will become detached from the link E and the locomotive of the other train to which said link is attached will run up the rails *a* of the other incline of the brake, the momentum of the two trains being absorbed or lost in their ascent up said inclined rails.

It will be seen from the above description that one brake is only required for two trains traveling in opposite directions.

I would remark that one-half of a brake—that is to say, one inclined pair of rails, *a a*—may be applied to the rear car of each train in order to prevent collisions in the rear, and I would further remark that the brake is sufficiently large to admit of baggage being stowed away in its lower part and a box or inclosure may, if desired, be made or fitted within it for that purpose.

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

A collision-brake for railroad-cars, composed of a double-inclined track mounted on wheels and placed in front of a train, and arranged so that the locomotives or front cars of two approaching trains, in the event of a collision, will ascend the inclined tracks and lose their momentum during their ascent, substantially as herein described.

C. B. GUY.

Witnesses:

S. F. GOODYKOONT,
H. BARBOR.