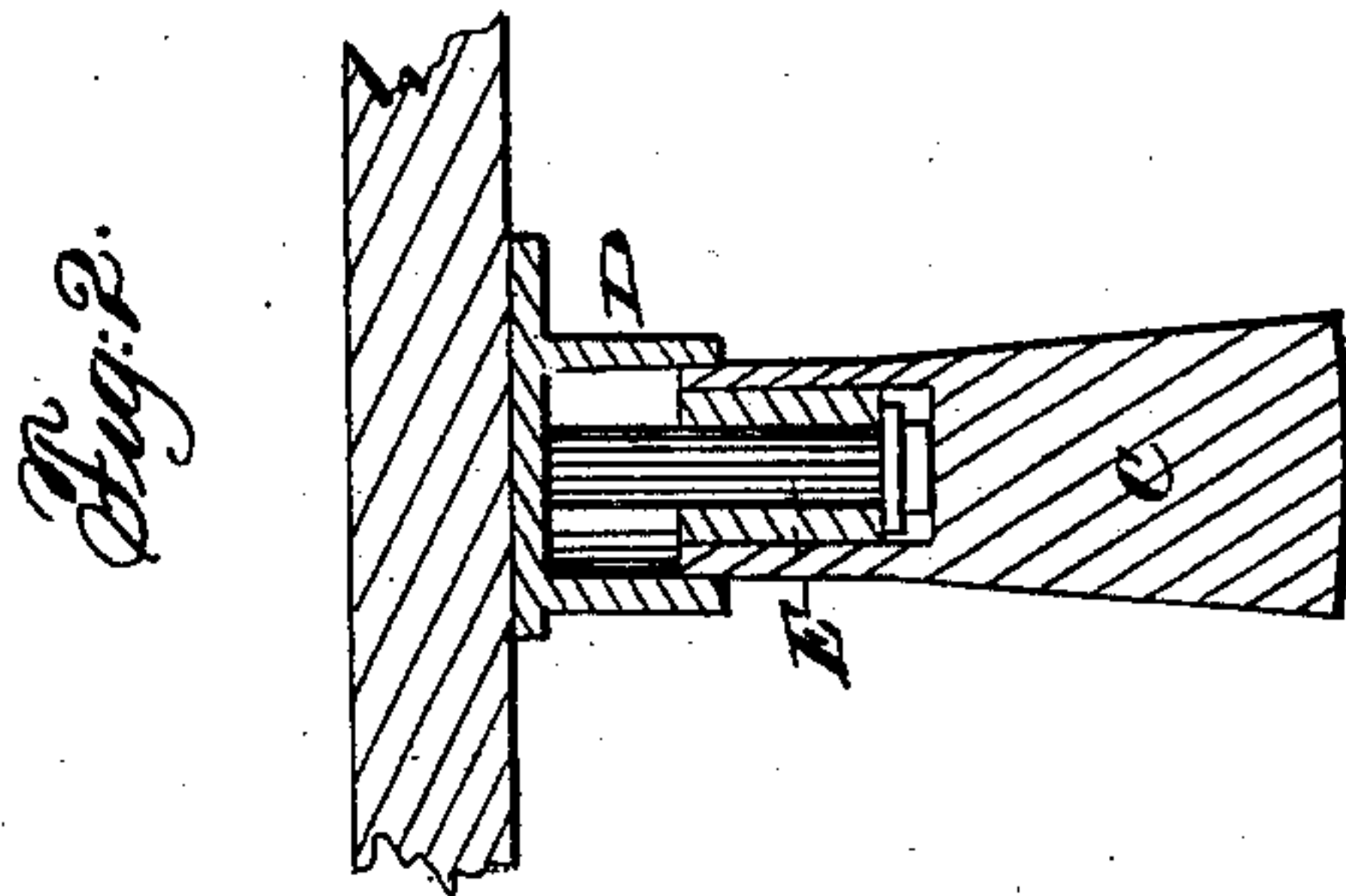
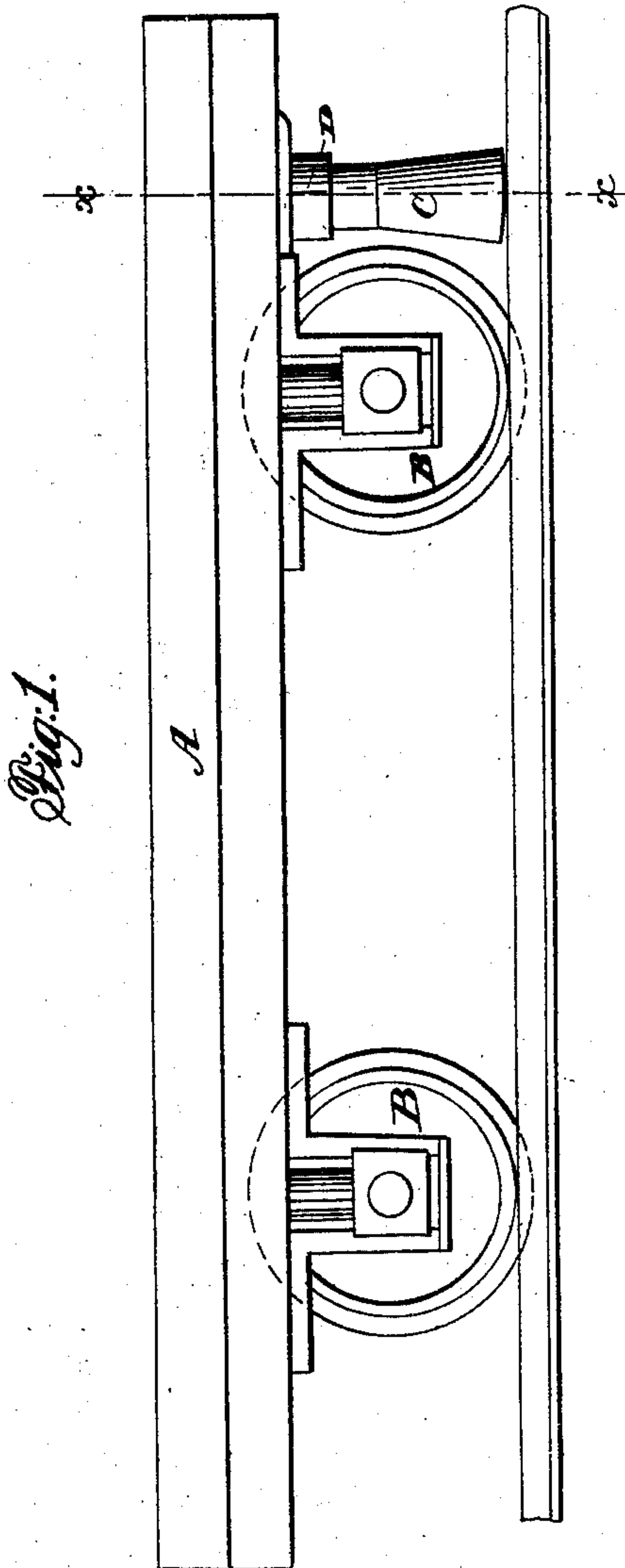


F. W. JENKINS.
Car-Track Clearer.

No. 55,663.

Patented June 19, 1866.



Witnesses
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UNITED STATES PATENT OFFICE.

F. W. JENKINS, OF BROOKLYN, NEW YORK.

IMPROVEMENT IN RAILWAY-CARS FOR PREVENTING ACCIDENTS.

Specification forming part of Letters Patent No. 55,663, dated June 19, 1866.

To all whom it may concern:

Be it known that I, F. W. JENKINS, of Brooklyn, in the county of Kings and State of New York, have invented a new and useful Improvement in Railway-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.

The present invention relates to an attachment for street-railway cars, although it can be applied with advantage to other railway-cars, the object of which is to prevent the occurrence of accidents to the life and limbs of persons who, by carelessness or mischance, happen to fall under the cars, across the rails, and in front of the car-wheels while the cars are in motion; and it consists in hanging the upper end of a vertical roller in and to the bottom or under side of the car and in front of each wheel of the same, or such ones as may be deemed necessary or desirable, which rollers extend nearly to the rails of the railway upon which such wheels run, and are so hung as not only to turn in their bearings of the car-bottom at their upper ends, but also to play up and down in a vertical plane, so as to accommodate themselves to the rocking motion of the cars, whereby in case any person should by accident fall across the rails of the railway and in front of the car as it is passing over them, such person, by the action and rotation of said rollers, as they strike and come in contact with him, will be immediately thrown off and to one side of the rails without producing but little, if any, bodily injury.

In accompanying plate of drawings my improvements are illustrated, Figure 1 being a side elevation of the platform of a car with them applied to it, and Fig. 2 a partial vertical section taken in the plane of the line *xx*, Fig. 1.

Similar letters of reference indicate like parts.

A in the drawings represents the platform of a car, supported upon wheels B at each end, which wheels are hung to the car in the usual manner for street or other railway cars; C, a roller placed directly in front of the wheels B, which roller at its upper end is hung in the bottom or under side of the platform of the car, so as to freely turn or revolve therein, and is to extend downward nearly to the top of the rail over which the wheel before which it is hung moves. This roller in the direction

of its length is made of the shape of a truncated cone, with the larger base at its lower end, and in addition to being hung so as to revolve in its bearings upon the under side of the car, which bearing in the present instance is a cap or tube, D, is arranged so as to play in and out of the said cap in a vertical direction or plane, moving upon the center spindle, E, of such cap, in order to accommodate itself to the rocking motion of the car as it moves over the rails.

In addition to the roller C, hung to the under side of the car, as explained, I intend to similarly hang one in front of each wheel of the car, whatever the direction may be in which the car moves, each roller being hung in such a position upon the car as to offer no obstruction to the operation of the brakes or any other necessary parts of the car.

By hanging a roller in front of each car-wheel, as explained, it is plainly apparent that, if any person should by mischance or accident fall upon the rails in front of the car, the roller as it strikes the person will be revolved or rotated in its bearings, and by this means have a great tendency to throw the person immediately off and to one side of the rails, and thus away from the car-wheels, thereby preventing any injury either to the life or limbs of the person, the said action of the roller producing but slight if any injury to the person.

One of the principal objects in having the rollers of a length to nearly reach the rail is to prevent any possibility of a person's limbs working under the same; and therefore, in order to secure this result, the roller must be allowed a play in a vertical direction, as explained, or otherwise the rocking motion of the car would strain the rollers and be inclined to break or snap them.

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

1. A roller or rollers hung in a vertical plane in front of the wheels of a railway-car, and so as to turn thereon, substantially as and for the purpose described.

2. So hanging the roller C to railway-cars that it can have a play in a vertical direction, substantially as described, and for the purpose specified.

FRANK W. JENKINS.

Witnesses:

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