

J. A. WILKINSON.
SAFETY GUARD FOR RAILWAY CARS.
No. 105,753. Patented July 26, 1870.

Fig. 1.

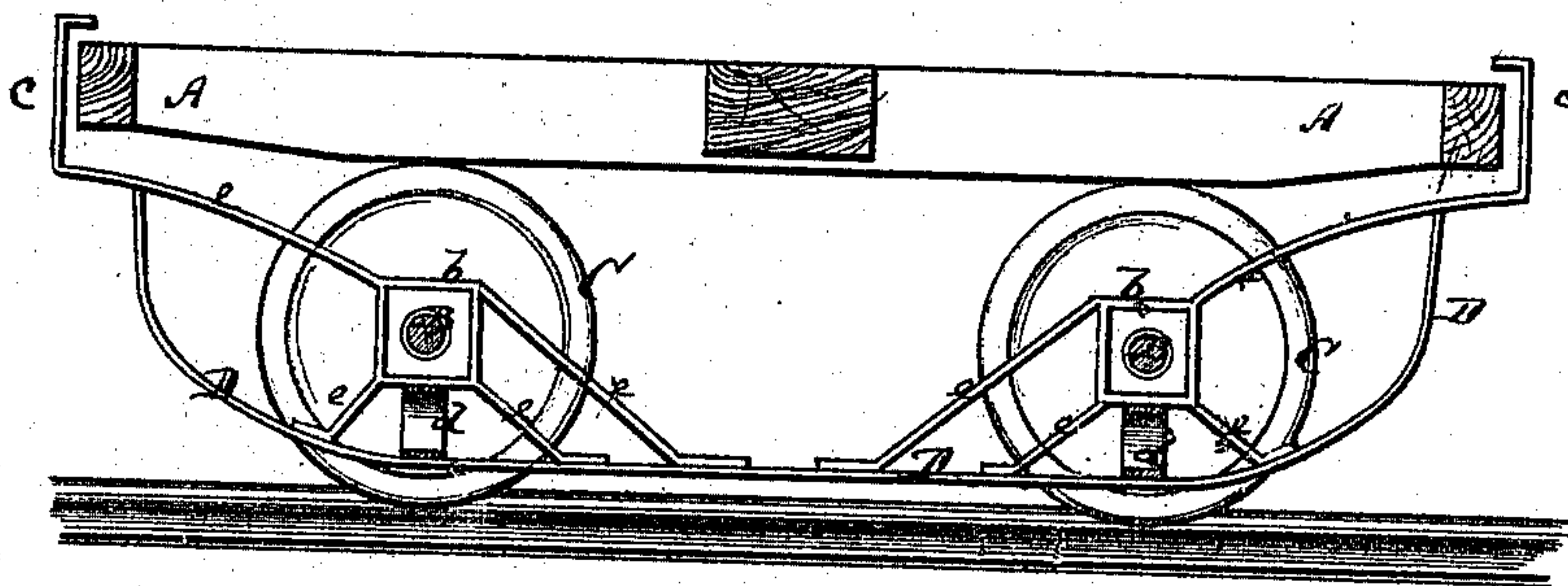
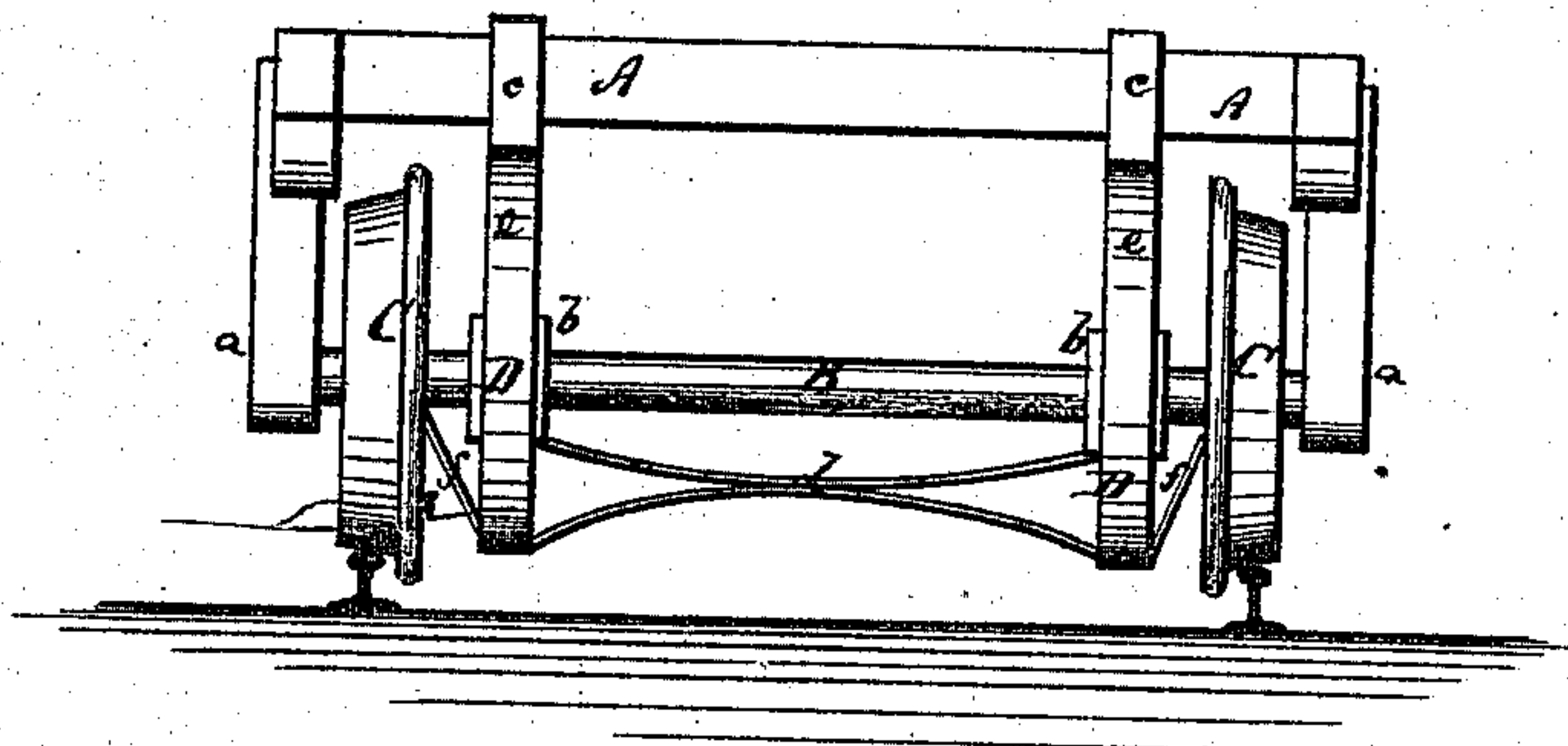


Fig. 2.



Witnesses:

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JOHN ATWATER WILKINSON, OF WILSON, NEW YORK.

Letters Patent No. 105,753, dated July 26, 1870.

IMPROVEMENT IN SAFETY-GUARD FOR RAILWAY 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, JOHN ATWATER WILKINSON, of Wilson, in the county of Niagara and State of New York, have invented a new and improved Safety-Guard of 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 drawing forming part of this specification.

Figure 1 represents a vertical longitudinal section of a car provided with my improved safety-guard.

Figure 2 is an end elevation of the same.

Similar letters of reference indicate corresponding parts.

This invention relates to a new attachment to railroad cars, whereby the same may be prevented from being thrown from the track over the embankment, and whereby the motion of the train is gradually stopped as soon as the wheels leave the track.

The invention consists in the application to the car or truck of a double runner-shaped guard, arranged between the wheels, so that it will serve to support the car when the wheels leave the rails, and to arrest it by friction on the sleepers.

A, in the drawing, represents the truck-frame.

B B are the axles of the same hung in boxes, *a a*, in the usual or suitable manner.

C C are the wheels.

D D are two guards made of sheet metal, or other suitable material. Each has about the length of the truck, and is shaped like the runner of a sleigh.

It is, by means of boxes *b b*, suspended from the axles B, and has hooks, *c*, at the ends, that overlap the ends of the truck-frame, allowing, however, some vertical as well as horizontal play of the same.

The two guards D D are, by transverse braces, *d*, held so far apart that each is but a few inches from the inner side of the wheels, as shown in fig. 2. The lower face of each guard is slightly higher than the treading-edge of the wheel, just high enough to clear switches, &c.

Longitudinal braces, *e e*, may, if desired, be also used on the guards, to strengthen the same.

When the wheels run off of the track, one of the guards will strike the rail and prevent the truck from being thrown off the embankment.

The guard will rest on the sleepers, and will, by running on the same, produce sufficient friction to arrest the rapid motion of the car.

From each guard projects outwardly under the axle, an arm, *f*, which tends to support the axle in case of accident, and to prevent the breaking of the same.

Having thus described my invention,

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

The two sheet-metal guards D D, suspended from the axles by boxes *b b*, having hooks *c*, braces *d e*, and arms *f*, all constructed and arranged as in drawing, and for the purpose specified.

JOHN ATWATER WILKINSON.

Witnesses:

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