

H. SCHREINER.  
Railway-Cars.

No. 149,073.

Patented March 31, 1874.

Fig. 1

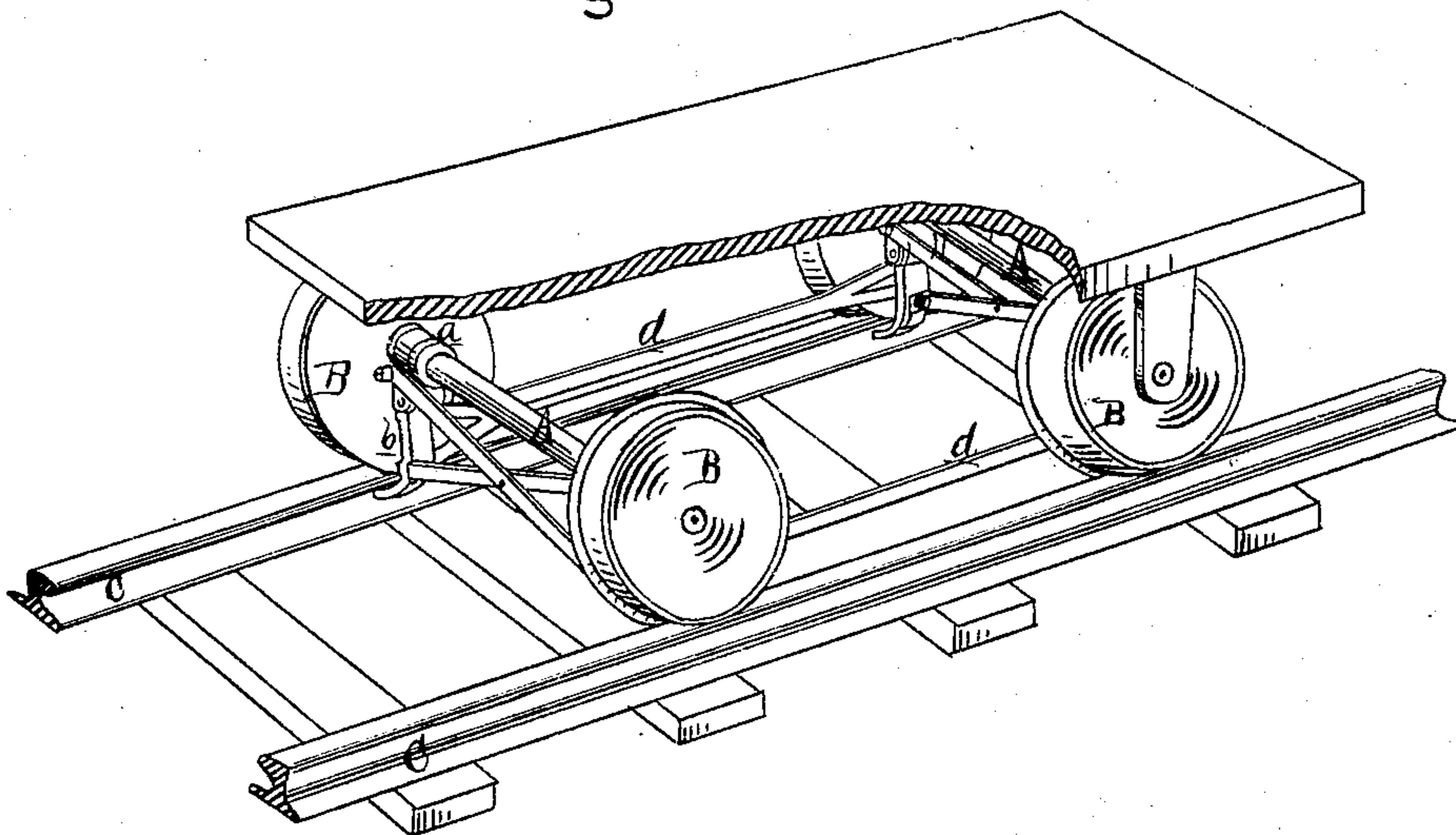
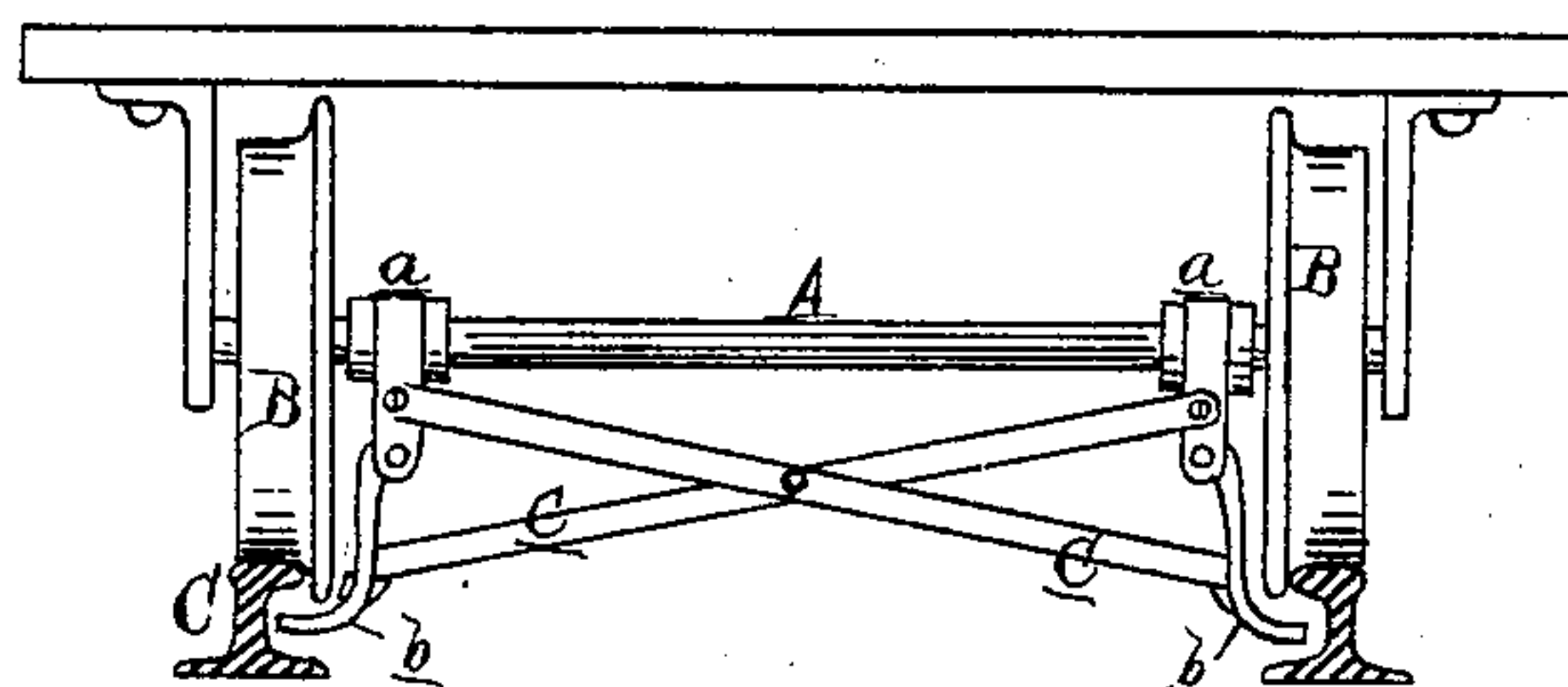


Fig. 2



Attest

*H. J. Sprague*  
*H. F. Everts*

Inventor

*H. Schreiner*  
per Attorney -  
*Thos. Sprague*

# UNITED STATES PATENT OFFICE.

HENRY SCHREINER, OF PHILADELPHIA, PENNSYLVANIA.

## IMPROVEMENT IN RAILWAY-CARS.

Specification forming part of Letters Patent No. **149,073**, dated March 31, 1874; application filed August 25, 1873.

*To all whom it may concern:*

Be it known that I, HENRY SCHREINER, of the city and county of Philadelphia and State of Pennsylvania, have invented an Improved Safety Attachment to Railway-Car Trucks, of which the following is a specification:

This invention has for its object to provide the trucks with a safety attachment to prevent the wheels from leaving the rails by reason of meeting with an obstruction thereon, the result of a collision, a broken axle, or for any other cause; and it consists in a pair of hooks suspended from a sleeve on the axle near each wheel, the lower end of each hook extending under the head of each rail, and kept in place by a truss of crossed bars or levers. The hooks of one side of the truck are connected by a longitudinal bar, as well as those of the other side, making with the trusses a rigid frame.

Figure 1 is a perspective view of a four-wheeled truck fitted with my improved safety attachment. Fig. 2 is an end elevation.

Like letters refer to like parts in both figures.

In the drawing, A A represent the axles of a four-wheeled truck, upon which are mounted the wheels B, flanged to run on the rails C. Near each wheel a sleeve, *a*, is kept in place on the axle by a collar at each side of it. This sleeve has a pendent lug, to which is secured, by a bolt, a curved bar, *b*, hooked or bent outwardly at its lower end to extend under the

head of the rail. *c c* are crossed levers, the upper end of each being bolted to the lug of the sleeve, and its lower end to the opposite hook *b*, thereby keeping the hooks in position during the swaying or vibration of the truck. A rod, *d*, is bolted at its ends to the hooks *b* of each side, which rods, with the trusses *c*, constitute a frame to give greater rigidity to the hooks.

The invention is applicable to existing roads ironed with the ordinary T-rail, necessitating, however, some slight alterations in the switches and frogs; but, where possible, iron of the section shown in Fig. 2 should be used, which can easily be done in building new roads, as this section gives the hooks a greater projection under the head.

So long as the train is on the track the device is inoperative; but as soon the wheels rise to leave the rails the hooks engage with the rails, which thus hold them down in place.

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

The safety attachment to railway-car trucks, consisting of the sleeves *a*, curved or hooked bars *b*, truss-rods *c*, and side rods *d*, constructed and combined with the axles, as shown and set forth.

HENRY SCHREINER.

Witnesses:

WM. H. LOTZ,  
ABRAHAM GOTTLIEB.