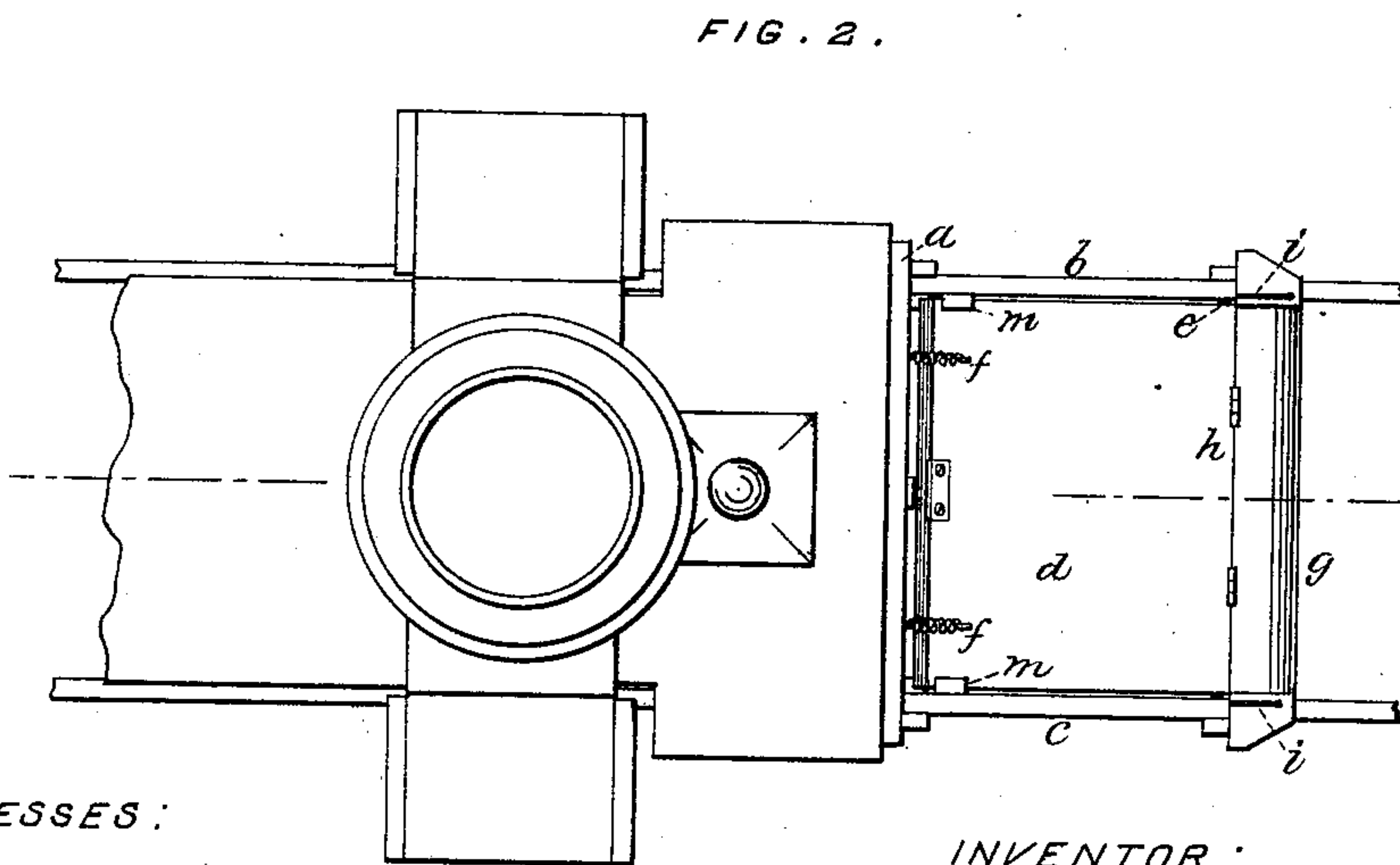
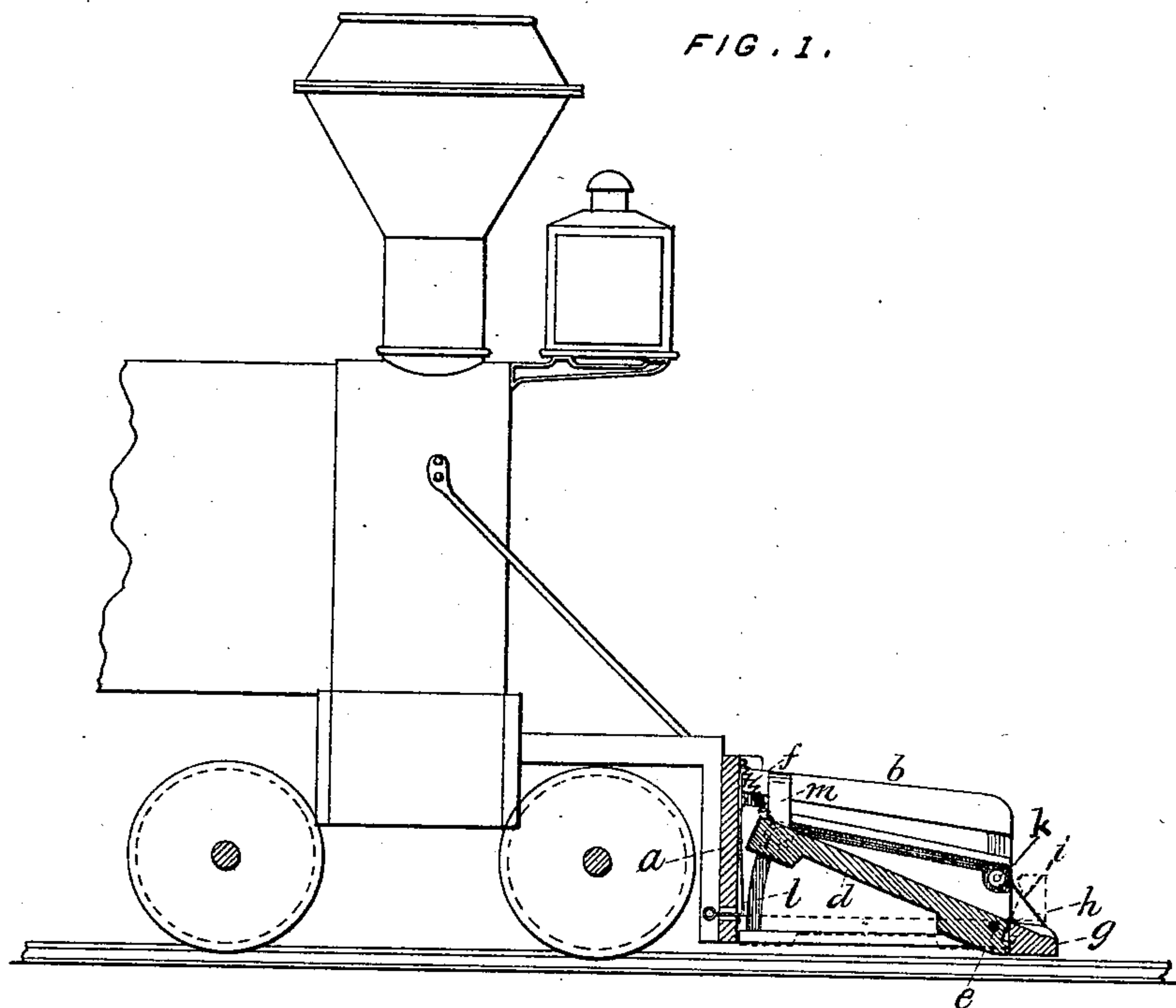


R. C. MEAD.
Locomotive-Pilot.

No. 217,890.

Patented July 29, 1879.



WITNESSES:

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UNITED STATES PATENT OFFICE.

REUBEN C. MEAD, OF NEW HAMPTON, NEW YORK.

IMPROVEMENT IN LOCOMOTIVE-PILOTS.

Specification forming part of Letters Patent No. **217,890**, dated July 29, 1879; application filed May 27, 1879.

To all whom it may concern:

Be it known that I, REUBEN C. MEAD, of New Hampton, Orange county, New York, have invented certain new and useful Improvements in Locomotive-Pilots, of which the following is a specification.

My invention relates to that class of locomotive-pilots or track-clearers which are designed to safely receive and retain a person or animal crossing the track; instead of throwing the same off the track, and my invention is embodied in an improved form of pilot of this class, which consists, mainly, of a railed or guarded inclosure, open in front, and fitted with an inclined and pivoted bottom or platform adapted, upon coming in contact with an animal, to fall and serve to inclose and retain the same in the receptacle.

The invention also embodies minor features of construction, as hereinafter set forth.

The drawings annexed present in Figure 1 a longitudinal sectional view of my improved pilot, shown mounted in the usual position on the front of a locomotive; and Fig. 2 is a plan view thereof.

As illustrated, the pilot may be described as a three-sided box or inclosure, the front side being removed or open, while the back *a* is firmly secured to the front of the locomotive, which, with the two vertical sides *b c*, rising on either side, thus form a receptacle or guarded inclosure, as will be readily understood. The platform or bottom of this receptacle *d* is pivoted on the axis *e* at the front end and bottom of the inclosure, and inclines upwardly and backwardly at a considerable angle, as shown.

The platform is held in the inclined and raised position by a weight or spring, *f*, preferably the latter, which is sufficiently strong to effectually overcome the weight of the platform and maintain the same in the position shown, yet will readily yield to allow the fall of the platform as soon as any extra weight or pressure is brought to bear thereupon.

g is a tripping-bar, which projects out in advance, as shown, and is hinged at *h* to the front end of the platform *d*, and hangs at about the same angle as the platform, projecting out beyond the same and beyond the in-

closing sides *b c*, as shown. This bar is connected at each side or end by the cords *i i*, which pass over the rollers *k* to the back end of the platform *d*, so that when the platform descends the bar *g* is raised up in front of the receptacle, as shown by dotted lines, thus guarding the open front thereof.

The action of the device is accordingly thus: The parts being in the position shown in Fig. 1, should the locomotive advance against any animal or person on the track, the bar *g* will first strike the person at about the ankles, and thus, tripping him up, cause him to fall upon the platform *d*, which, at once yielding to the extra weight, falls to its full extent, where it is held by the latch or catch *l*, and at the same time raising the bar *g* up in front of the receptacle, as shown by dotted lines, thus, as will be observed, safely receiving and preserving the person within a railed or guarded inclosure, from which he may be removed with probably little injury when the train is stopped. When the catch *l* is released the platform *d* rises, its movement being limited by the stops *m*, the bar *g* falls, and the parts again assume the position for action, as shown by full lines in Fig. 1. The latch *l* may be operated by the engineer by means of a cord or rod extending to the engine-cab, or in any other suitable way.

It will be readily seen that the inclined yielding platform, which at once descends under contact with the object collided with, and acts to safely inclose the same in the receptacle, forms an important feature of my invention, in contradistinction from the rigid inclined bars of the common pilot, which act to violently deflect the object collided with, throwing it with great force upward or sidewise.

What I claim as my invention is—

1. A life-saving locomotive-pilot formed of a three-sided receptacle or inclosure provided with an inclined yielding bottom or platform adapted to yield and descend under contact with the object collided with, and act to receive and retain the said object within the receptacle or inclosure, substantially as herein shown and described.

2. In combination with the three-sided receptacle and the inclined or yielding platform

d, the hinged bar *g*, connected with the movable end of the platform, and arranged to rise over the open front of the receptacle on the descent of the platform, substantially as herein set forth.

3. The combination, with the three-sided receptacle and the yielding platform *d*, of the

retaining-latch *l*, substantially as and for the purpose set forth.

REUBEN CASH MEAD.

Witnesses:

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