

(No Model.)

J. G. SCHILLER.

WHEEL FENDER FOR RAILWAY CARS.

No. 249,104.

Patented Nov. 1, 1881.

Fig. 1.

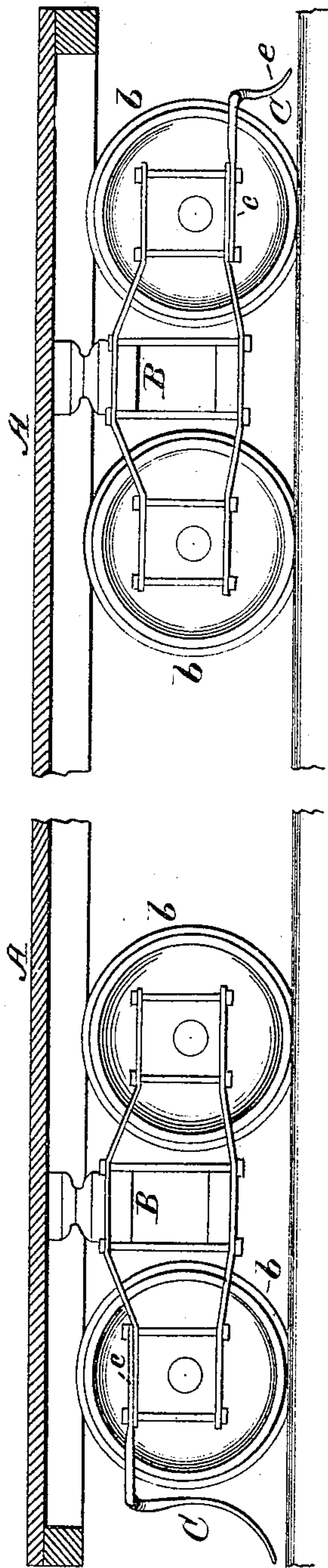


Fig. 3.

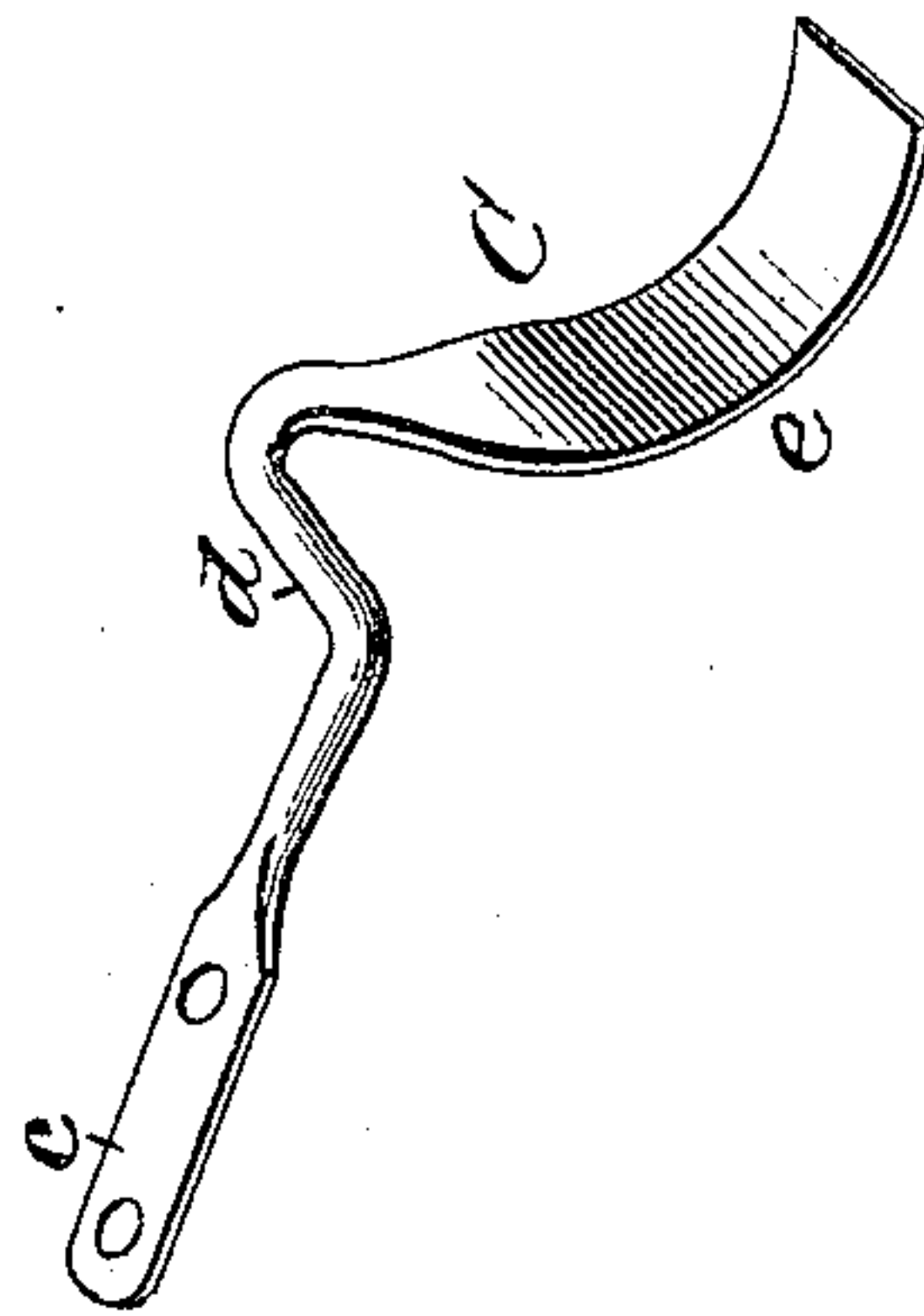
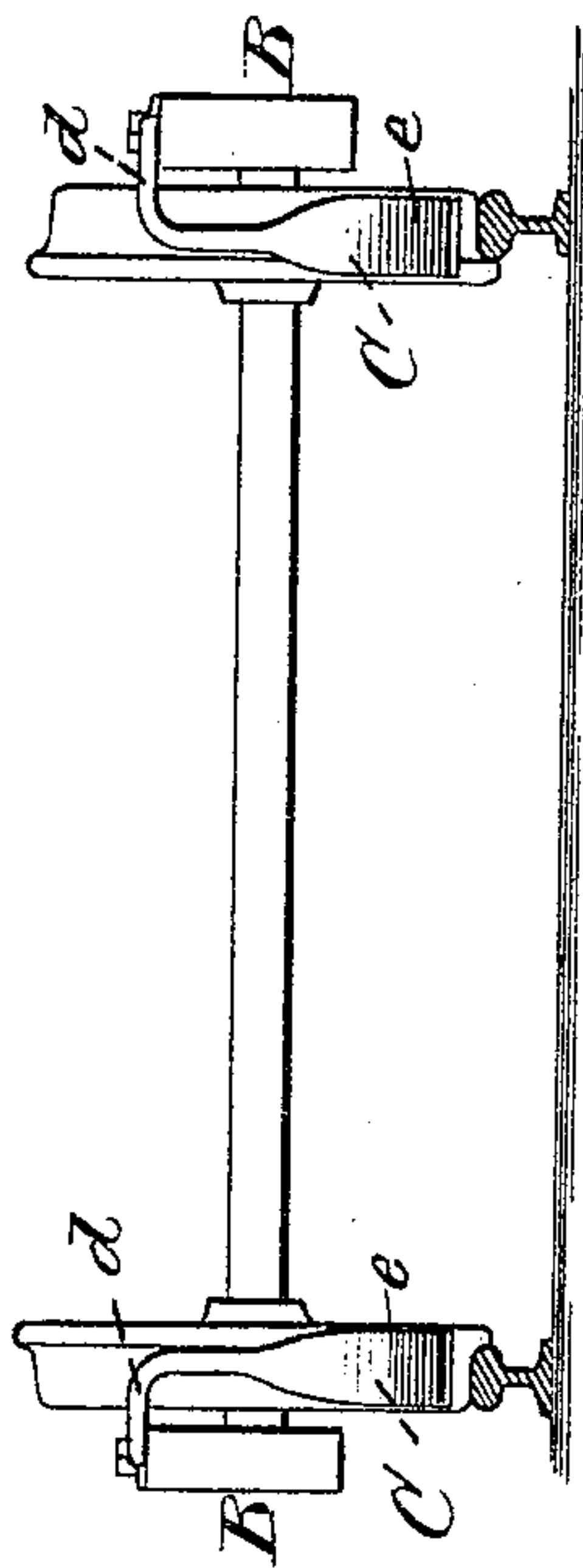


Fig. 2.



Witnesses.  
A. Ruppert,  
W. H. H. Knight

Inventor.  
John G. Schiller  
By his attys  
Edson Brod.

# UNITED STATES PATENT OFFICE.

JOHN G. SCHILLER, OF YOUNGSTOWN, OHIO.

## WHEEL-FENDER FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 249,104, dated November 1, 1881.

Application filed May 6, 1881. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN G. SCHILLER, a citizen of the United States, residing at Youngstown, in the county of Mahoning and State of Ohio, have invented certain new and useful Improvements in Wheel-Fenders for Railway-Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters or figures of reference marked thereon, which form a part of this specification.

The present invention has relation to certain new and useful improvements in that class of devices adapted to be fastened to the truck-frame of railroad-cars and extend in front of the wheels, so as to prevent the loss of life in brakemen, coupling-men, and other persons at or near the depot where the train is made up and much shifting of cars necessary.

The invention consists in the peculiar form and construction of the above class of devices or life-guards, as will be hereinafter described, and subsequently pointed out in the claim.

Figure 1 of the drawings is a side elevation of a car-truck, partly in section, showing the application of my invention. Fig. 2 is a front elevation thereof; and Fig. 3, a perspective view, in detail, of the safety-guard.

In the accompanying drawings, A represents the car-platform, and B the usual truck-frames, provided with the wheels *b*.

To that portion of the truck-frame B located at the ends of the axles, beyond the outer sides of the wheels *b*, are connected the guards C. The guard C is formed with a flattened shank, *c*, at one extremity thereof, so as to facilitate its being secured to the truck-frame by screws, bolts, or other suitable fastenings. The guard from the inner extremity of the shank *c* extends forward sufficiently to pass the forward periphery of the wheel *b* when it is bent inward to form an arm, *d*, and thence downward, where it is formed into a wide flattened spring-plate, *e*, which is curved in an outward direc-

tion, as shown in Figs. 1 and 3, the lower end or extremity thereof being in close proximity with the rail.

The fender or safe-guard C may be attached at any point of the truck or journal-box so long as the spring-plate *e* comes in proper position in front of the wheel, thereby preventing the brakeman, coupler, or other person from falling under the wheels of the train and being crushed.

One of the essential features of my invention is to adapt the safe-guard for ready attachment to any of the ordinary car-trucks without in any manner altering it or affixing thereto any devices, such as depending arms or other similar connections, to facilitate the proper securing of the guard.

By the form and construction of the guard hereinbefore described, the above requirements are entirely unnecessary, and any of the hands upon the railroad can attach them without it being necessary to run the car to the workshop.

The inwardly-bent arm *d* gives strength and rigidity to the guard, and enables the same to be connected to the truck-frame to bring the plate *e* directly in front of the wheel, while the lower portion of the guard, consisting of the plate *e*, possesses the necessary degree of spring or elasticity in case it comes in contact with any object on the track.

Having now fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

As an improved article of manufacture, the fender or safety-guard C, formed with shank *c*, perforated and adapted to be applied directly to the truck-frame of an ordinary car, and having the inwardly-bent arm *d* and curved spring-plate *e*, substantially as shown, and for the purpose specified.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN G. SCHILLER.

Witnesses:

JAS. H. COOK,  
L. LANE.