

(No Model.)

J. GOGERTY.

SAFETY DEVICE FOR RAILWAYS.

No. 252,368.

Patented Jan. 17, 1882.

FIG. 1.

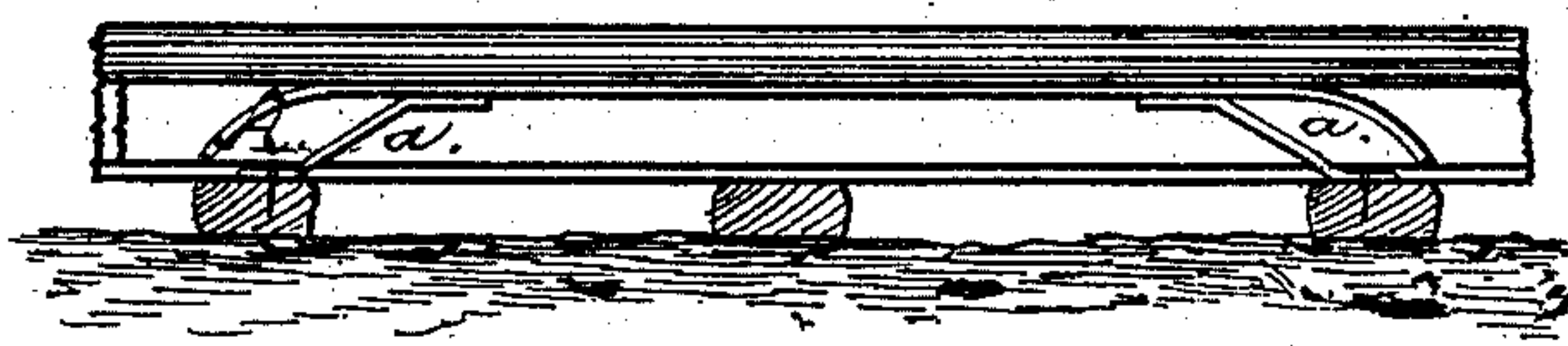


FIG. 2.



FIG. 3.

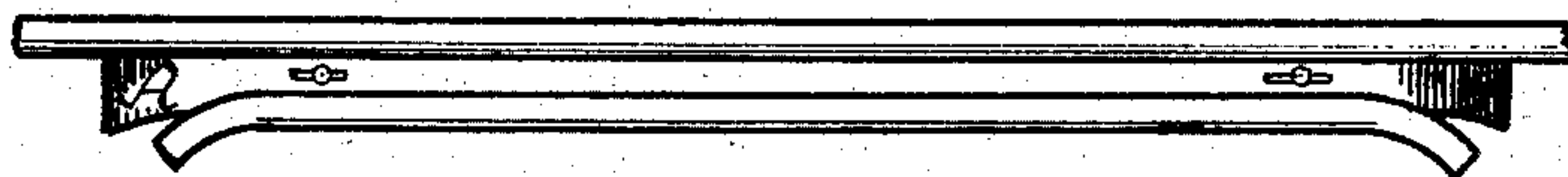
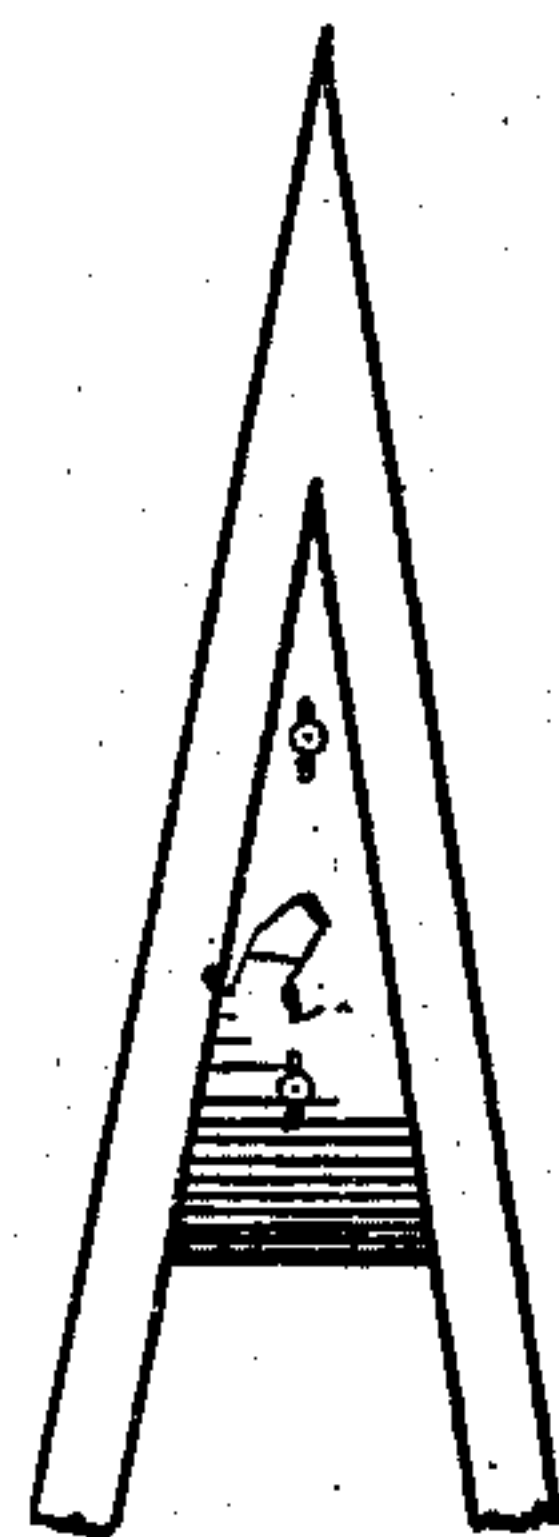


FIG. 4.



Witnesses.

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Inventor

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UNITED STATES PATENT OFFICE.

JOHN GOGERTY, OF DECATUR, ILLINOIS, ASSIGNOR OF ONE-HALF TO
GEORGE B. PEAKE, OF SAME PLACE.

SAFETY DEVICE FOR RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 252,368, dated January 17, 1882.

Application filed April 29, 1881. (No model.)

To all whom it may concern:

Be it known that I, JOHN GOGERTY, a resident of the city of Decatur and State of Illinois, have invented a certain new and useful
5 Safety Device for Railways, of which the following is a specification, and which has never been patented to me nor to others with my knowledge and consent in any foreign country.

The invention will be understood as set forth
10 in the following specification and claim.

The accompanying drawings form a part of this specification and illustrate the invention.

Figure 1 is a side elevation of the track with my guard applied. Fig. 2 is an elevation of
15 the guard. Fig. 3 is a plan view of the guard applied between a main-track rail and a guard-rail. Fig. 4 is a plan view, showing the guard applied in the point of a frog.

A is the guard, made of sheet or thin spring
20 metal. It is applied between two rails or at the point of a frog, where persons are most likely to catch their feet under the rails. The ends of the guard are bent down, as shown, to prevent objects from being caught under it.

Underneath the guard are placed springs *a*,
25 which have a yielding connection with the guard in such wise as to hold the guard in place and not prevent so much of the sliding of one part upon another as to allow the plate
30 freely to yield. From the point of attachment to the guards they are sloped back and fastened directly to the ties. These springs are neat and effective. They are simple and do away with any need of other means of attaching the guard.
35

The guard A is supported solely by the springs *a*. They keep it up to the proper level, except when the train or other extremely heavy body passes over, when they yield and allow the guard to be pressed down, but immediately restore it when the weight is removed. 40

It is apparent that the guard may be introduced without removing the rails.

I am aware of the patents to W. J. Stillman, October 19, 1875, J. C. Center, March 2, 1880, 45 and E. J. Hoffman, June 1, 1880, and I do not claim anything shown or described in them; but

What I do claim is—

The improved guard or safety device herein
50 described, adapted for use between the guard and track rails of a railroad, or at the point of a frog, and capable of application before or after the laying of the rails, the same consisting of a plate, A, of spring or sheet metal, 55 formed to fit in the desired positions, and springs *a*, having their upper ends suitably attached to the plate in such wise as to hold the plate in place and not prevent so much of the sliding of one part upon another as to allow the plate freely to yield, said springs being
60 sloped back from this point of attachment and fastened directly to the ties at their lower ends, forming the sole support of the guard, the whole lying above and finding a rest upon the ties or road-bed, substantially as set forth.

JOHN GOGERTY.

Witnesses:

I. D. WALKER,
L. P. GRAHAM.