

(No Model.)

S. J. GRAY.
RAILROAD GUARD.

No. 290,770.

Patented Dec. 25, 1883.

Fig. 1.

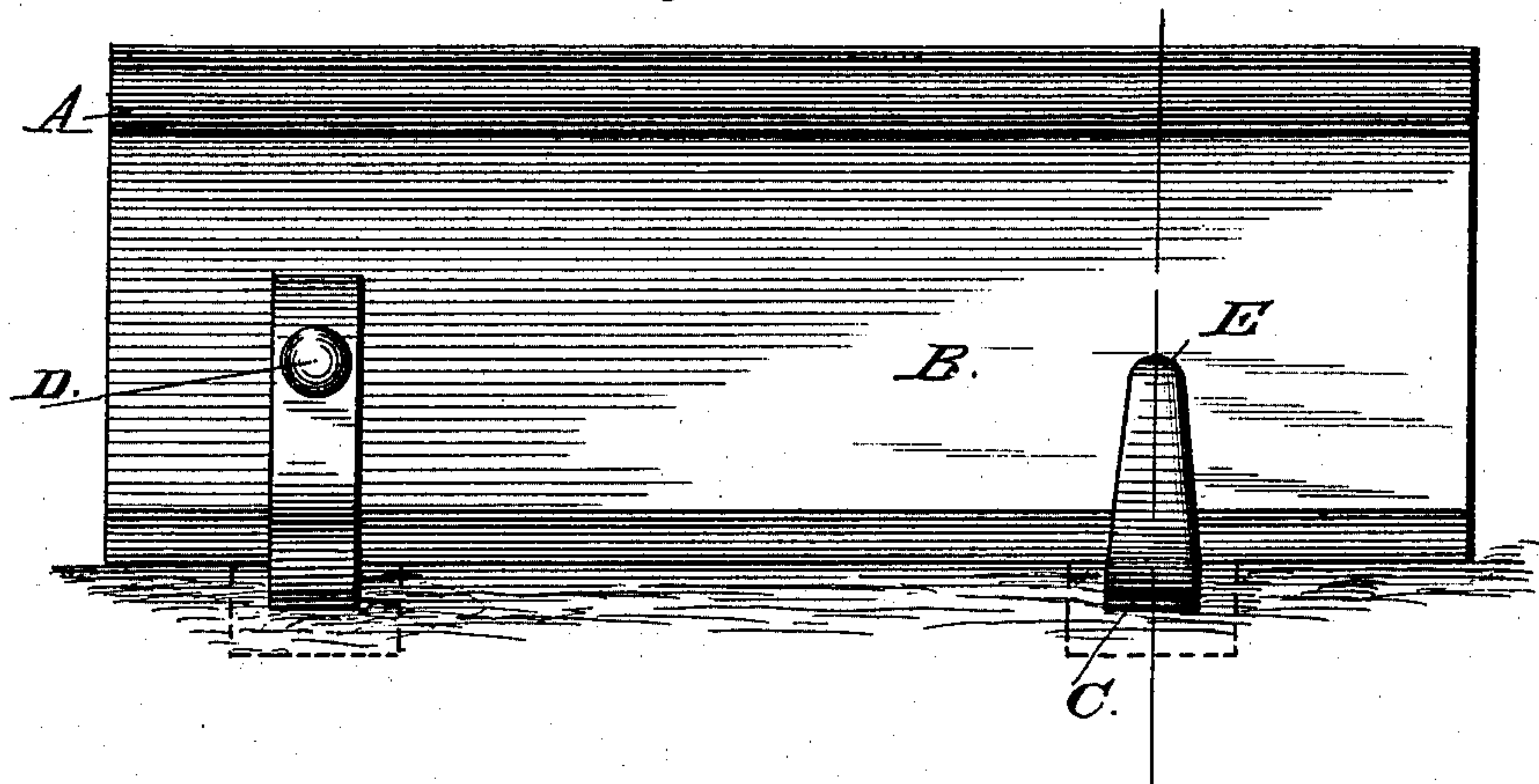


Fig. 2.

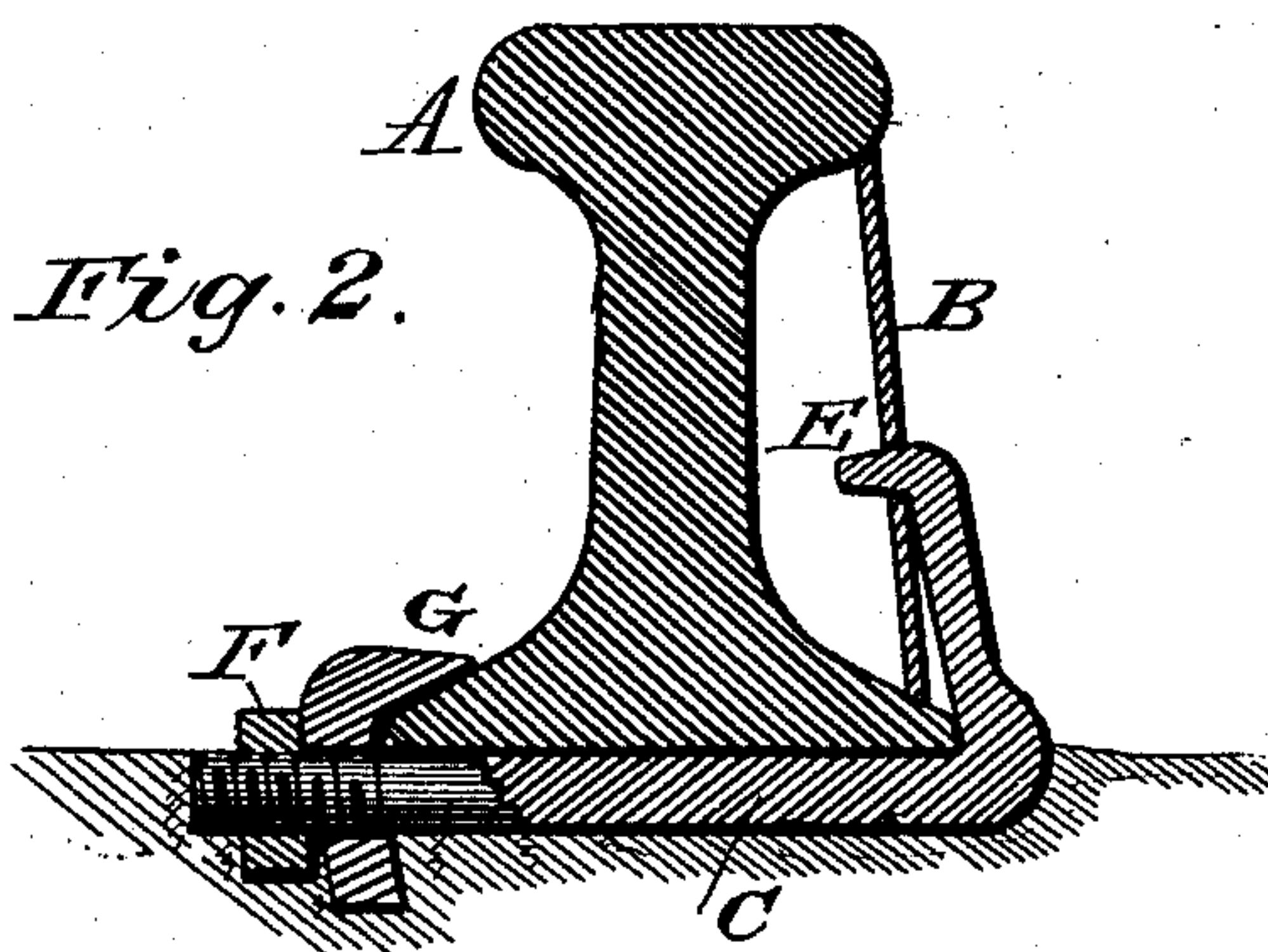
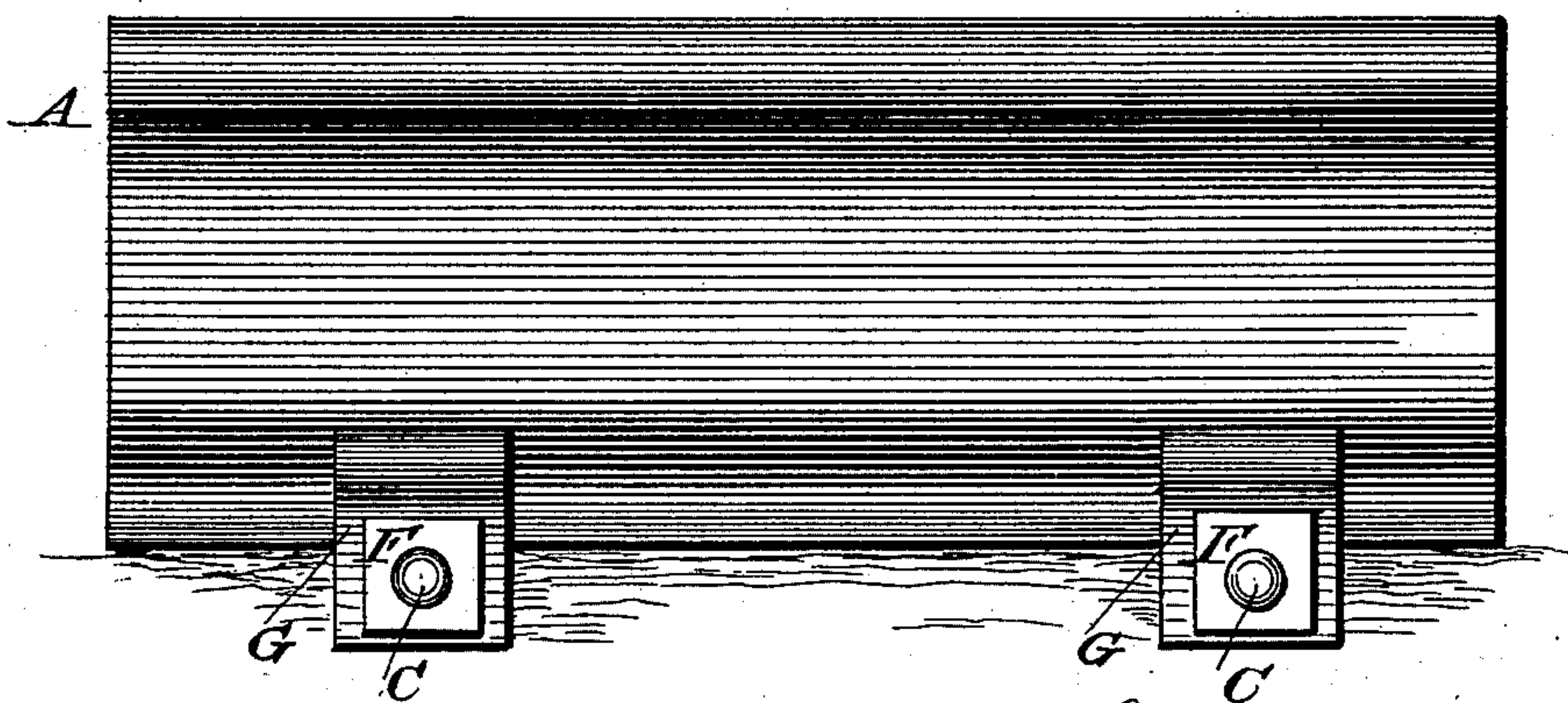


Fig. 3.



WITNESSES:

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SAMUEL JEFFERSON GRAY, OF FORT GRATIOT, MICHIGAN.

RAILROAD-GUARD.

SPECIFICATION forming part of Letters Patent No. 290,770, dated December 25, 1883.

Application filed September 19, 1883. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL J. GRAY, a citizen of the United States, and a resident of Fort Gratiot, in the county of St. Clair and State of Michigan, have invented certain new and useful Improvements in Railroad-Guards; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a side view of a rail provided with my improved rail-guard, showing slight modification in one of the fastenings. Fig. 2 is a vertical cross-section of the same, and Fig. 3 is a view of the rail from the side not provided with a guard.

Similar letters of reference indicate corresponding parts in all the figures.

My invention has relation to that class of railway-rail guards which are secured upon the inner side of a rail of a frog or switch for the purpose of preventing persons from getting their feet caught between the rails and under the treads of the same; and it consists in the improved construction and combination of parts of such a guard and its fastenings, as hereinafter more fully described and claimed.

In the accompanying drawings, the letter A indicates a portion of a railway-rail, and B a metal plate, the edges of which fit between the tread and the foot of the rail, and which forms the guard. This guard is held in place by a clamp, C, one end of which is screw-threaded at its outer end, and passes under the foot of the rail, while its other end bears against the outer side of the guard-plate, and is either secured to the same by means of a

bolt, D, passing through a perforation at its upper end and into a perforation in a plate, or by means of the bent end E of that portion of the clamp passing into and hooking into a similar perforation in the guard-plate. A nut, F, fits upon the outer end of the horizontal portion of the clamp, and serves to secure a perforated and inwardly-hooked dog or clamping-plate, G, which slides with its perforation upon the clamp, clamping the foot of the rail when forced and held against it by the nut. In this manner it will be seen that the guard may be fastened on in a moment of time by the clamps, and be again removed by simply unscrewing the nuts, the entire guard and fastening being light, strong, and inexpensive.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

The combination of a railway-rail, a guard-plate fitting with its edges between the tread and the foot of the rail, clamps consisting of an upright portion, having a bolt at its upper end fitting into a perforation in the plate, and a horizontal portion having a screw-threaded end provided with a nut and passing under the foot of the rail, and a perforated bent dog or clamping-plate sliding upon the horizontal end of the clamp, and adapted to clamp the foot of the rail when forced against it by the nut, as and for the purpose shown and set forth.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

SAMUEL JEFFERSON GRAY.

Witnesses:

WM. H. BURGESS,
E. W. HARRIS.