

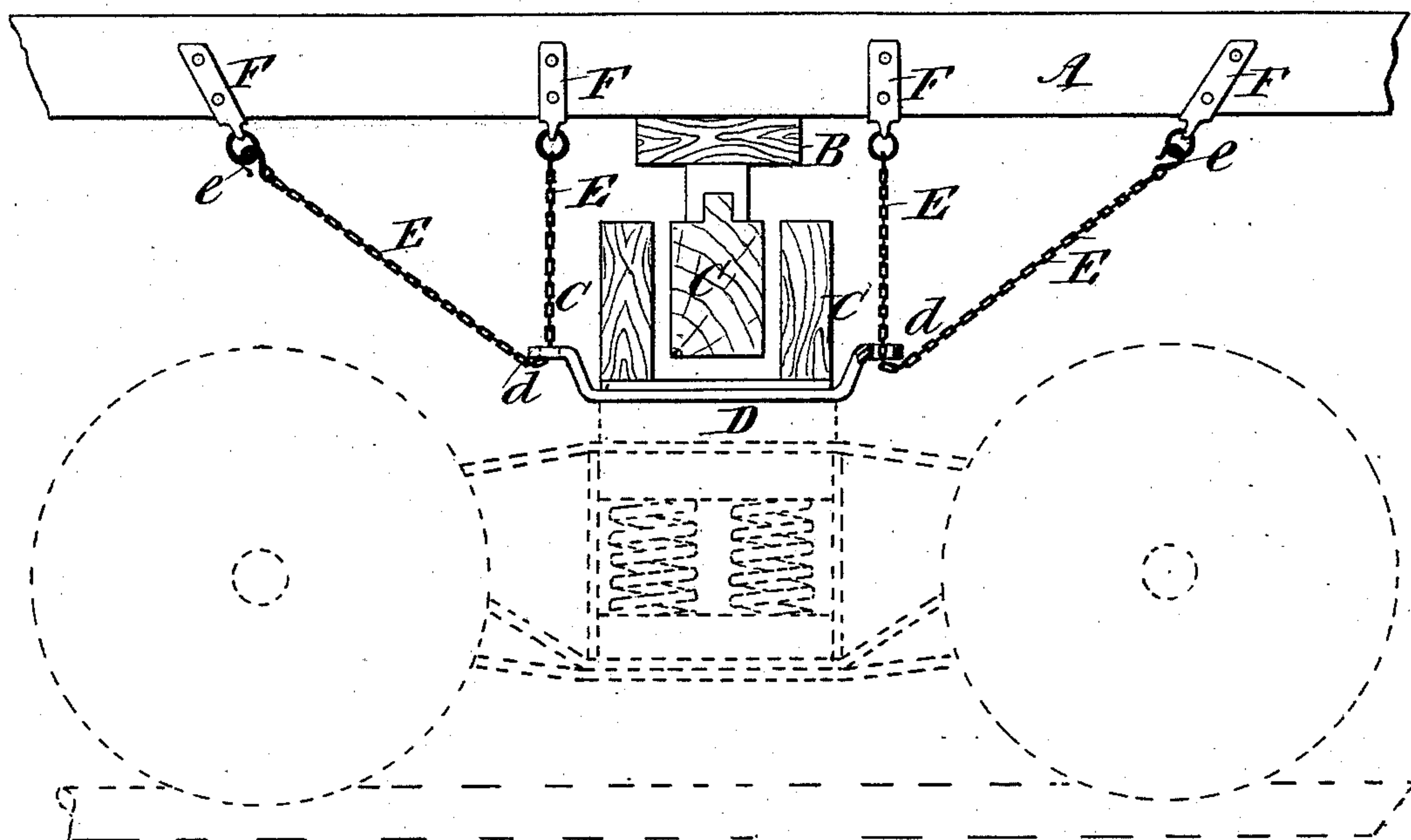
(No Model.)

G. O. S. CONWAY.

RAILWAY CAR.

No. 308,830.

Patented Dec. 2, 1884.



Witnesses:-

C. R. M. & L. Dowell  
Arthur Harris

Inventor:

George O. S. Conway

Per. Atty.

Lequolast & Kellogg

# UNITED STATES PATENT OFFICE.

GEORGE OKILL STUART CONWAY, OF STONEFIELD, QUEBEC, CANADA,  
ASSIGNOR OF TWO-THIRDS TO JAMES COOPER AND FREDERICK FAIR-  
MAN, BOTH OF MONTREAL, CANADA.

## RAILWAY-CAR.

SPECIFICATION forming part of Letters Patent No. 308,830, dated December 2, 1884.

Application filed July 29, 1884. (No model.) Patented in Canada August 9, 1884, No. 19,955.

*To all whom it may concern:*

Be it known that I, GEORGE OKILL STUART CONWAY, of Stonefield, in the county of Ar-  
genteuil and Province of Quebec, Canada,  
5 have invented certain new and useful Im-  
provements in Railway-Cars; and I do hereby  
declare that the following is a full, clear, and  
exact description of the same.

My invention has reference to certain ap-  
10 pliances to be attached to railway-cars of all  
kinds, and which come into action instantane-  
ously upon a wheel or wheels leaving the  
rail, the breaking of an axle, or any other ac-  
cident from which a car is likely to leave the  
15 road-bed and become ditched. These appli-  
ances serve in such a case to hold the trucks  
in their normal position with regard to the  
axis of the car, thereby keeping the car in the  
line of the train and on the road-bed, even on  
20 the sharpest curve.

The apparatus which I have invented for  
the above purposes may be briefly described  
as consisting in shoes or bails suspended from  
the longitudinals of the car closely under the  
25 truck-transoms, so that if for any reason the  
wheels or any of them should leave the rails  
these transoms would immediately drop into  
and be held rigidly by the bails, thereby pre-  
venting the truck from turning, and keeping  
30 the car in the line of the train.

For full comprehension of my invention  
reference must be had to the accompanying  
drawing, forming part of this specification,  
and being a sectional view of one truck-frame  
35 of a car to which my invention has been ap-  
plied.

A is one of the longitudinals of the car, B  
being the bolster, and C C C the transoms or  
truck-frames, all these being of any usual con-  
40 struction.

D is an iron bail or shoe, of suitable section  
and strength, turned up at the ends, on which  
are formed flat eyes *d d*, and of sufficient  
length to allow, when in position, full play to  
the transoms when passing around a curve.

E E are chains hung by hooks *e e* to clevises  
F F, bolted to the longitudinals A, these  
chains passing through the eyes *d* of the bail  
D, and holding it, as shown in the drawing,  
just below the under side of the transoms C C.  
As these supports are free to run through the  
eyes or links *d*, they help to adjust the bails and  
keep them in proper position with regard to  
the truck-frames, whatever may be the curve  
or grade of the road. So long as the wheels  
55 remain on the rail the bails simply hang clear  
of all other mechanism under the truck-frames;  
but if from any cause the transoms drop they  
are received and held rigidly in the bails D D,  
and thereby prevented from turning in either 60  
direction.

Jointed or other rods suitably attached to  
the longitudinals and to the bails may be in  
some instances substituted for the chains E E.

What I claim as my invention, and wish 65  
secured by Letters Patent, is as follows:

1. In combination with a railway-car, safe-  
ty bails or shoes suspended loosely from the  
car beneath the truck-frames, substantially  
as described.

2. The combination, with the truck-frame 70  
of a railway-car, of the bails D, suspended to  
the longitudinals of the car by chains E E or  
other supports allowing of compensating play,  
all as herein set forth.

GEORGE OKILL STUART CONWAY.

In presence of—

FRAS. HY. REYNOLDS,  
R. A. KELLOND.