(No Model.)

W. G. HARRISON.

PILOT FOR LOCOMOTIVES.

No. 375,747. Patented Jan. 3, 1888.

Fig. 1.

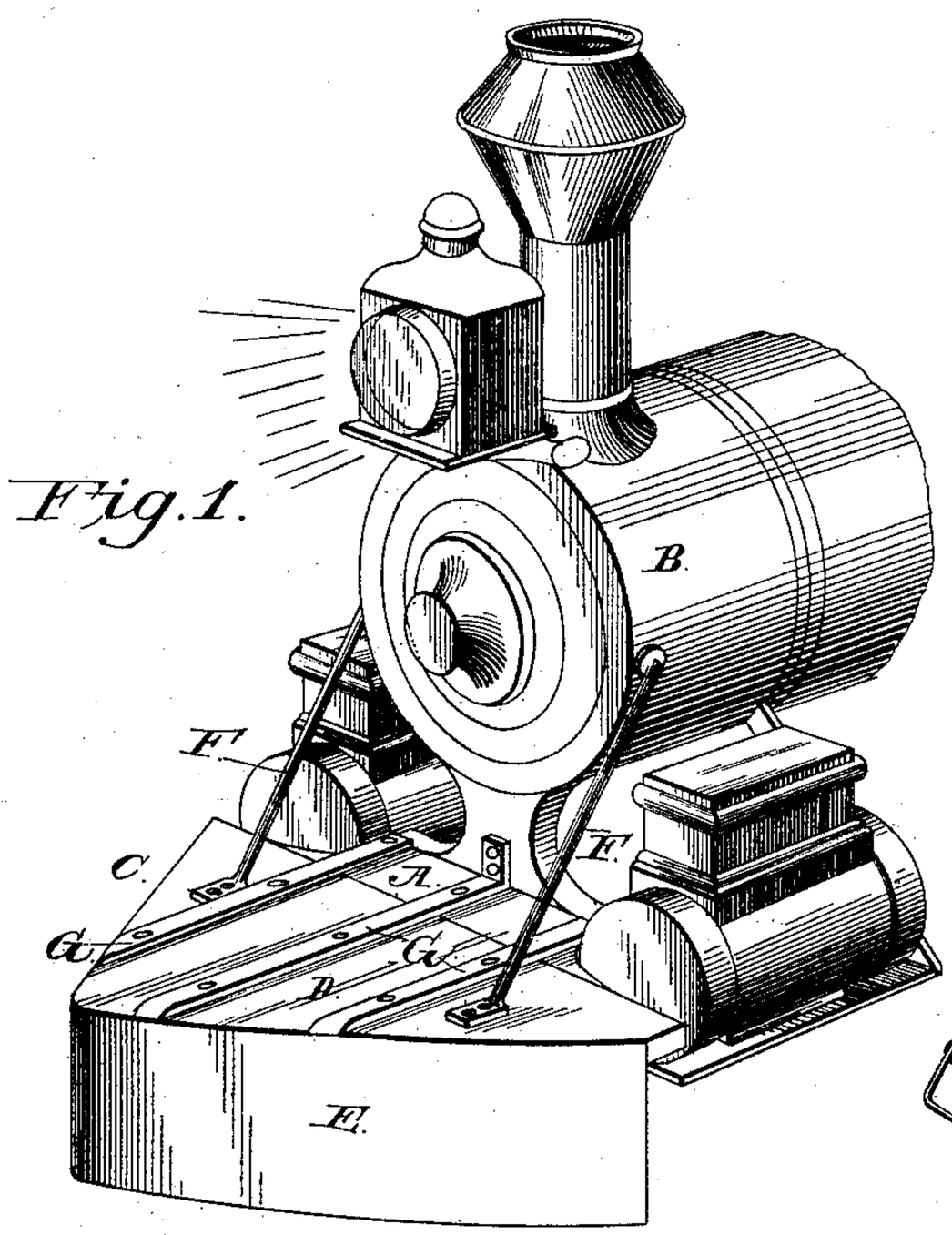


Fig. 3.

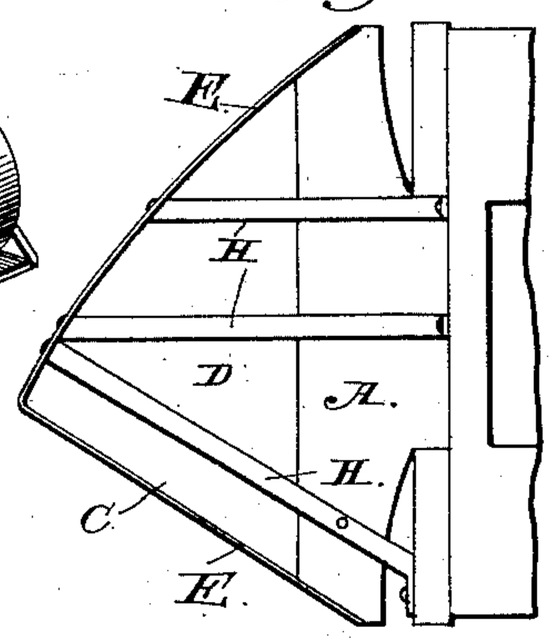


Fig. 2.

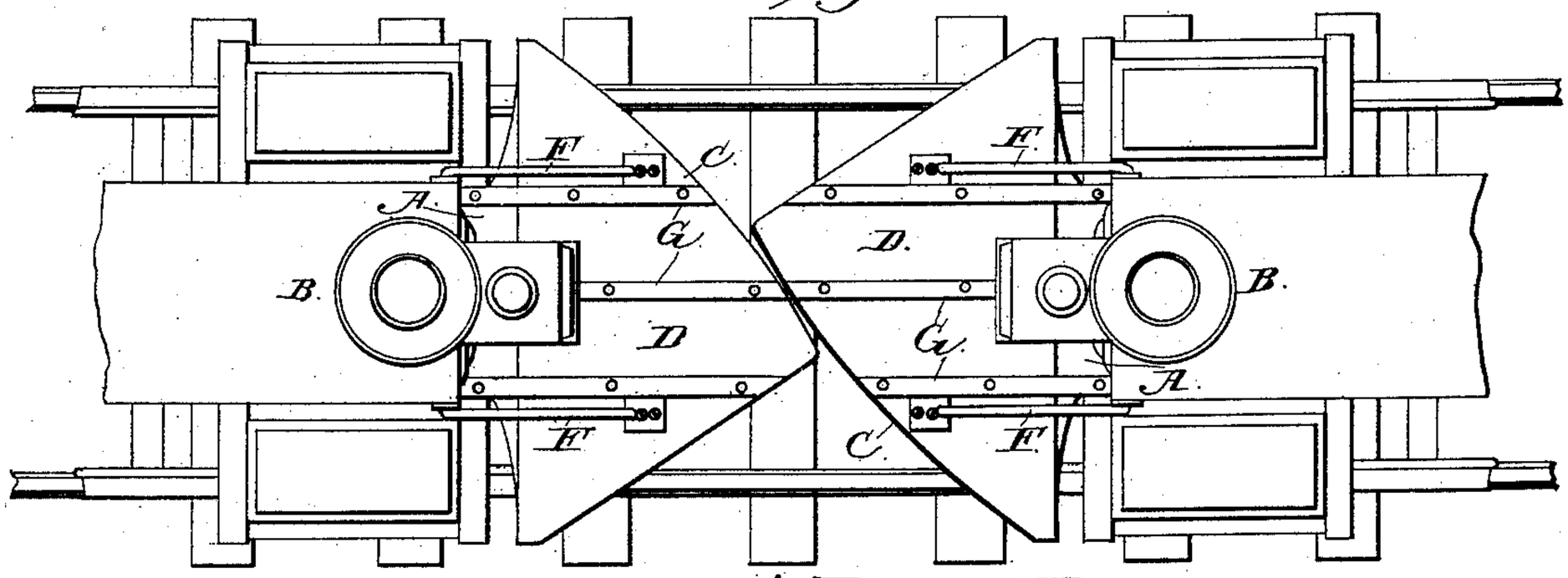
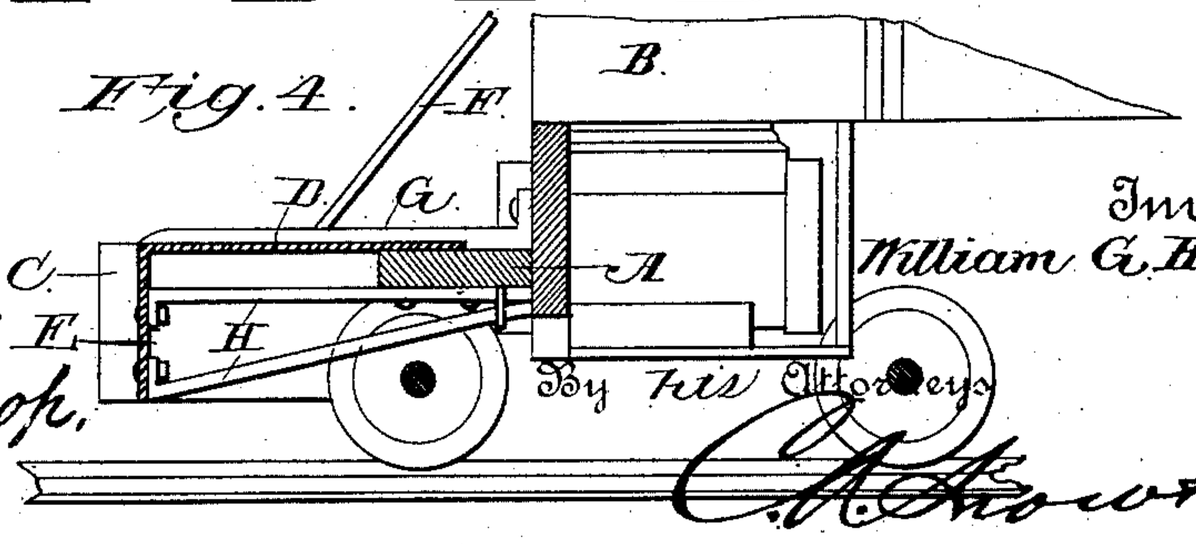


Fig. 4.



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UNITED STATES PATENT OFFICE.

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PILOT FOR LOCOMOTIVES.

SPECIFICATION forming part of Letters Patent No. 375,747, dated January 3, 1888.

Application filed September 29, 1887. Serial No. 251,045. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM G. HARRISON, a citizen of the United States, residing at Weston, in the county of Lewis and State of West Virginia, have invented new and useful Improvements in Pilots for Locomotives, of which the following is a specification.

My invention relates to improvements in pilots for locomotives; and it consists in certain novel features of construction, hereinafter described and claimed, whereby in the event of collision between two trains the locomotives will be thrown from the track, thereby preventing the telescoping of the passenger-cars.

In the accompanying drawings, which fully illustrate my invention, Figure 1 is a perspective view of my improved pilot and a portion of a locomotive. Fig. 2 is a plan view showing two pilots approaching. Fig. 3 is a bottom plan view, and Fig. 4 a longitudinal section.

Referring to the drawings by letter, A designates the platform at the front end of the locomotive, and B the front end of the locomotive-boiler. The pilot C is composed of a plate, D, and a depending rim or shield, E, secured to the edge of said plate. The plate D is substantially triangular in outline, and its base or straight edge is secured to the platform A. The outer edges of the triangular plate D are of unequal length, and extend from the rear or straight edge at different angles, so that their meeting-point will be between the center of the road-bed and the right-hand rail of the track. The longer edge of the plate, and consequently the greater length of the shield, is thus thrown on the left hand side of the pilot, as a result of which construction, if two locomotives collide, the pilots will contact at their longer left-hand edges and throw the locomotives from the track, as will be readily understood.

In order to secure the necessary rigidity of the pilot, I provide the braces F, which extend from the end of the locomotive-boiler down to the triangular plate D and prevent the rising of the pilot when contacting with the colliding pilot. The rigidity of the plate D is further secured by the bars G, which are secured to the platform A, extend horizontally therefrom, and are secured to the upper side of the said triangular plate.

H H designate braces secured to the lower part of the platform A and extending forward to the longer left-hand portion of the shield, the said shield serving to protect said braces, as well as to receive the impulse of the colliding pilot and to remove small obstructions from the track.

From the foregoing description, taken in connection with the accompanying drawings, the operation and advantages of my improved pilot will, it is thought, be readily understood without a detailed reference thereto.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A triangular pilot for locomotives having its projecting angle to one side of the center of the road bed, as and for the purposes set forth.

2. A locomotive-pilot consisting of a triangular plate and a shield depending from two of the edges thereof, the third edge being adapted to be secured to the locomotive, substantially as described.

3. The combination, with a locomotive, of a triangular pilot secured to the front end of the same, and braces extending from the locomotive to the pilot, substantially as specified.

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

WILLIAM G. HARRISON.

Witnesses:

A. L. HUSTEAD,

D. C. LEE.