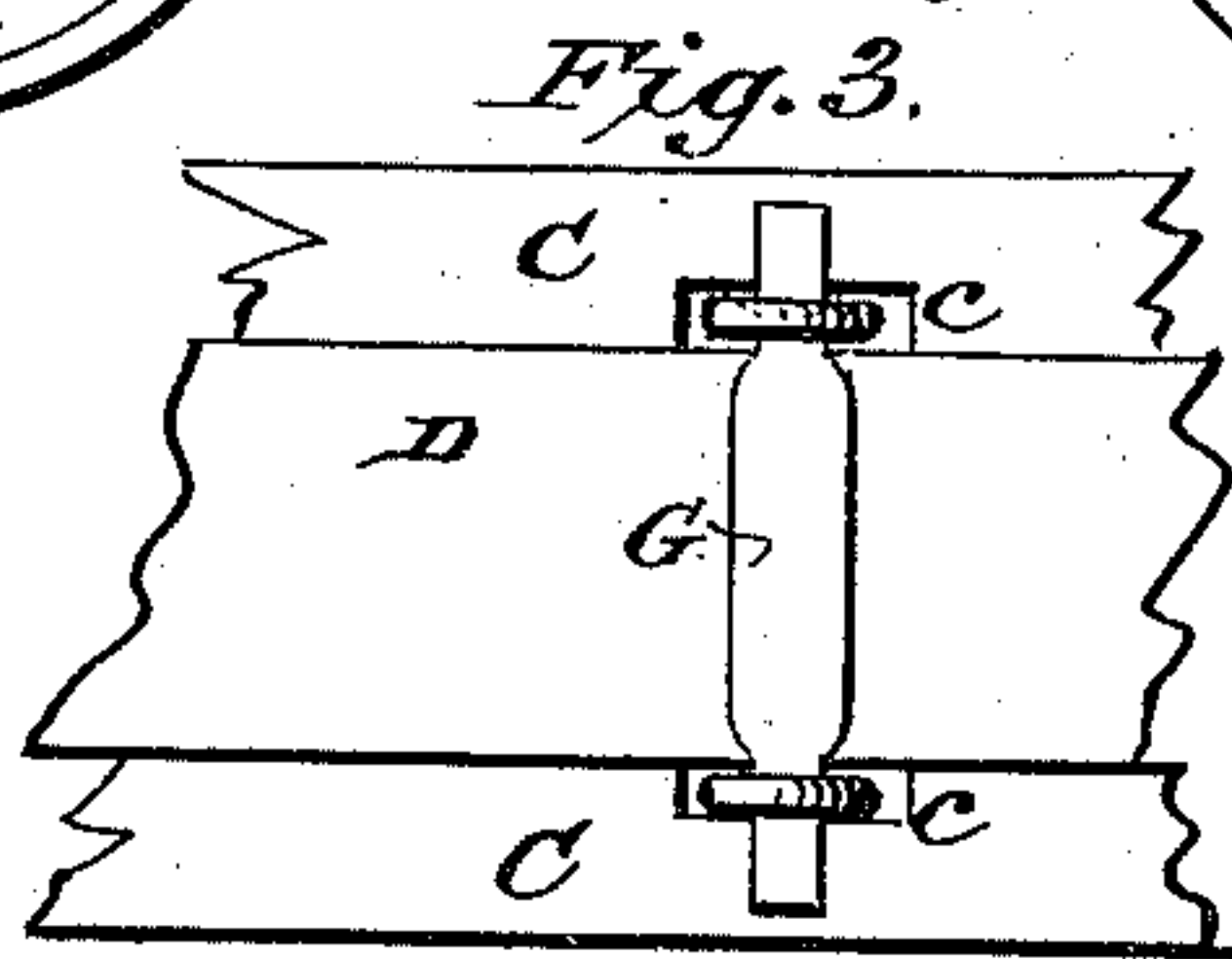
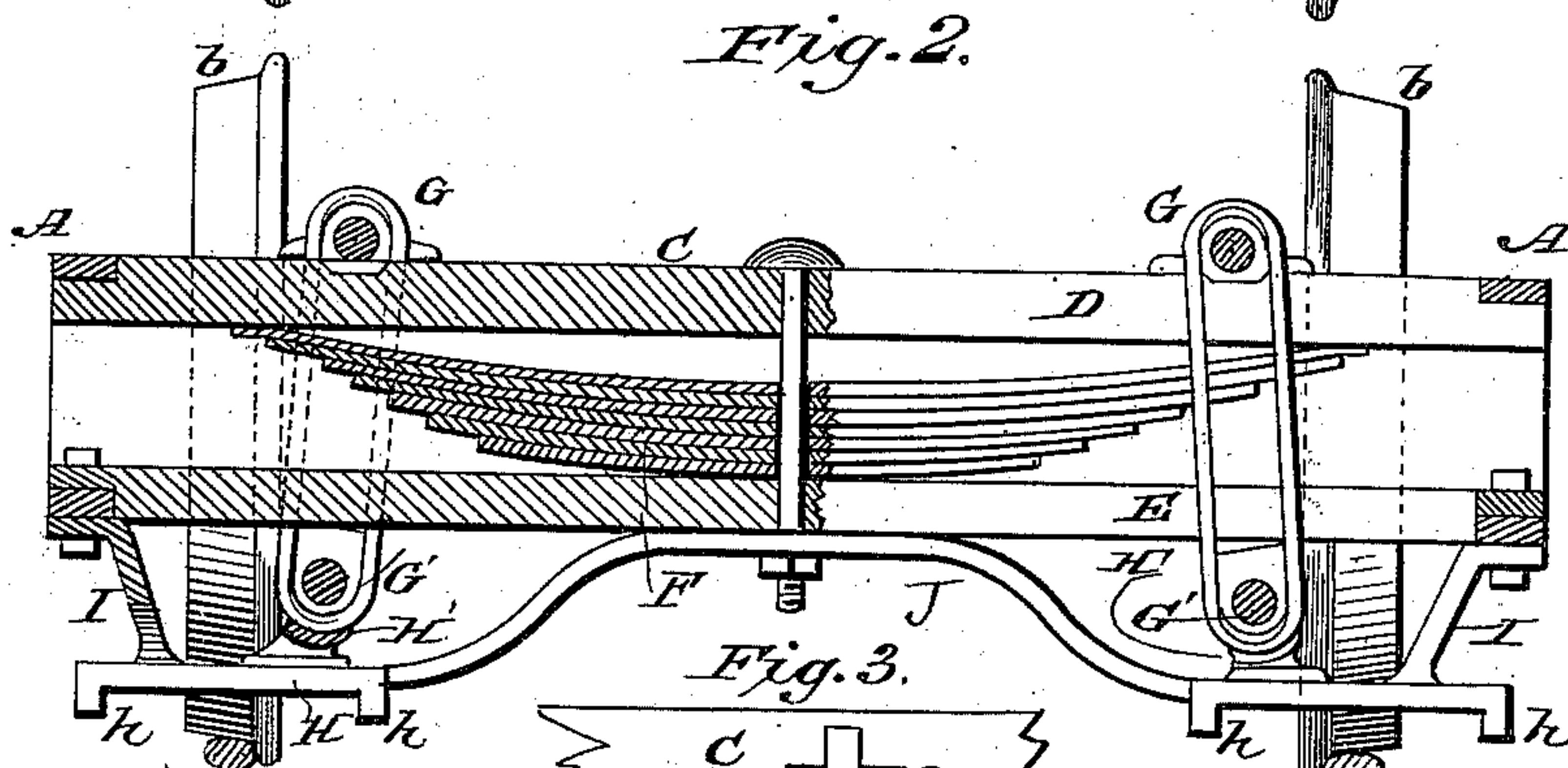
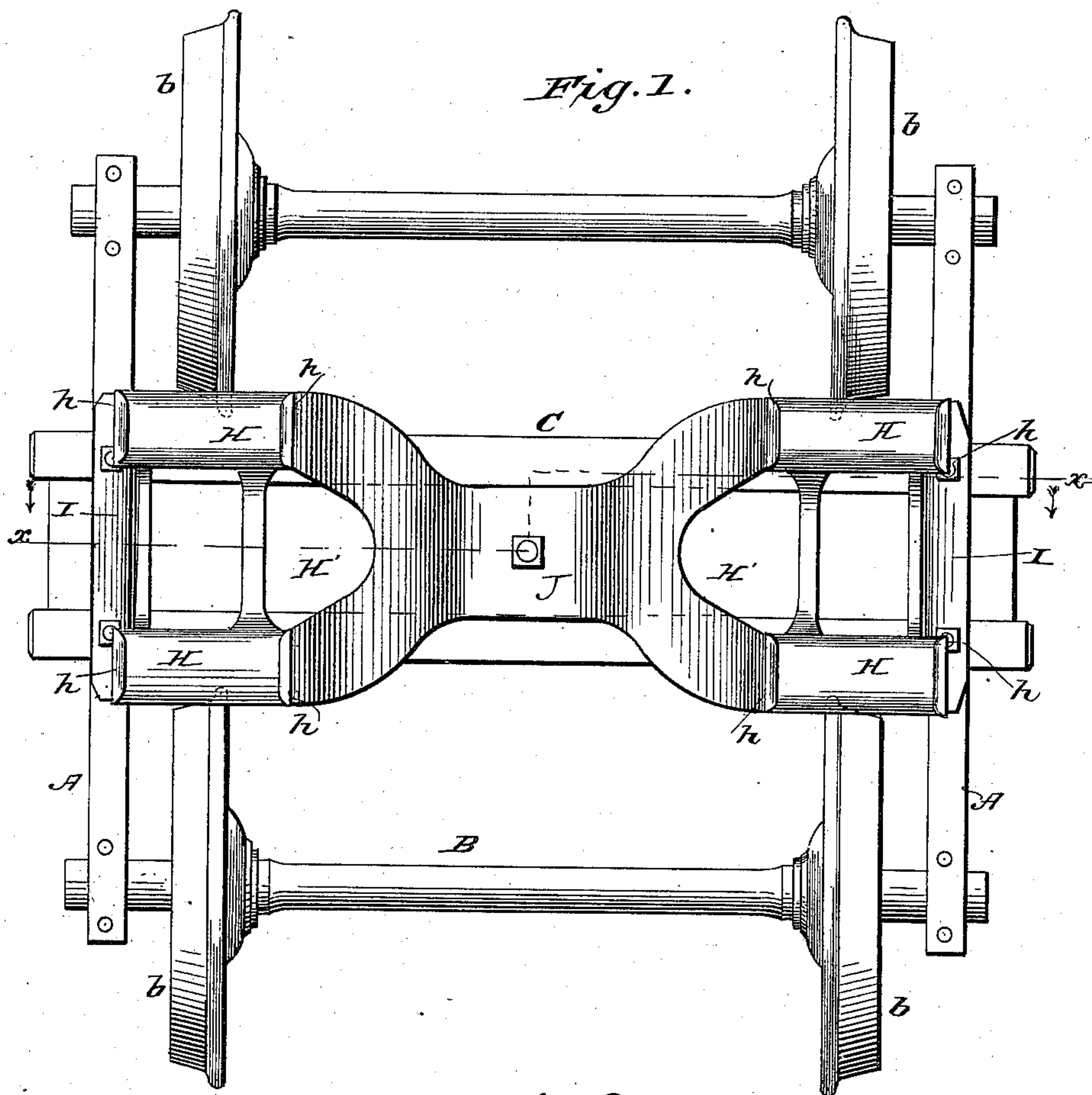


(No Model.)

W. H. WALKER.
SAFETY GUARD FOR CAR TRUCKS.

No. 385,155.

Patented June 26, 1888.



WITNESSES:

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UNITED STATES PATENT OFFICE.

WILLIAM H. WALKER, OF MARTINEZ, GEORGIA.

SAFETY-GUARD FOR CAR-TRUCKS.

SPECIFICATION forming part of Letters Patent No. 385,155, dated June 26, 1888.

Application filed February 3, 1888. Serial No. 262,946. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. WALKER, of Martinez, in the county of Richmond and State of Georgia, have invented a new and useful Improvement in Safety-Guards for Car-Trucks, of which the following is a specification.

My invention is an improvement in safety-guards for car-trucks; and it consists in certain features of construction and combinations of parts, as will be hereinafter described and claimed.

In the drawings, Figure 1 is a bottom plan view of my improvement; Fig. 2 is a section on line *xx* of Fig. 1, and Fig. 3 is a detail view.

The truck has side portions, A A, provided with boxes for the axles B of the wheels *b*, and are connected by a cross-frame, C, in which are supported top and bottom beams, D E, between which is placed the spring F. Swinging links G lap over and connect the beams D E near the ends of the latter, mortises *c* being formed in the bars of cross-frame C for the vertical bars of the links. The lower cross-bars, G', of the links are rounded, forming bearings for the short brace-lugs of the guards. The two shoes H H of the guards at each side have their under surfaces beveled or rounded, and are provided at their inner and outer ends with depending flanges *h*, which also are beveled or rounded similarly to the surfaces of the shoes to enable the guards to properly ride over any slight obstructions. Brackets I are projected upward at or near the outer ends of the guards and bolted to the side frames, preferably by some of the same bolts which unite the upper and lower plates of such frames. Near the inner ends of the shoes or guards proper short brace-lugs H' extend upward and engage the bearings G', before described. The brackets I and lugs H' extend between and unite the two shoes at the same side of the truck, as shown.

The shoes at one side of the truck are connected with those at the opposite side by a cross plate or connection, J, which, preferably, is arched upward at the center and bolted thereat to the framing of the truck.

Thus the shoes are braced together and to the framing, the latter bracing being effected by the side braces, as well as by the securing of the cross-connection to the truck-frame, as will be readily understood. It will also be seen that the complete guard, comprising the shoes or guards proper, the side braces, and the cross brace or connection, forms a convenient article which may be manufactured and applied to any ordinary car-truck, and the proper elevation of the shoes or guards proper above the rail may be effected by the insertion of suitable filling-blocks between the guard and the truck-frames when the guards are applied to truck-frames of different heights.

It will be noticed that the shoes are set high enough to clear anything that the wheels of the truck will pass over.

By rounding the shoes and their flanges the guard can run over a frog or switch. If the track should spread or the truck should mount the track, the shoes will rest on the track and act as a brake.

If the truck should turn one-fourth around, the guards will keep it on the track, and in case a wheel or axle should break, the guard-shoes will drop on the rails and serve as a brake, as will be readily understood from the drawings and foregoing description.

Having thus described my invention, what I claim as new is—

1. The combination, substantially as herein described and shown, of the truck provided with beams D and E, the spring interposed between beams D and E, the guard having end shoes, H H, the cross-plate or connection J, extended between the shoes at the opposite sides of the truck and secured to the beam E, the links G, lapped over the beams D E, and having bearings G' at their lower ends, the lugs H', projected upwardly from the guard and engaging bearings G', and the braces I for the outer ends of the shoes, all substantially as and for the purposes specified.

2. The herein-described safety-guard for car-trucks, consisting of the cross brace or connection arched upward at its center, shoes supported at the ends of said connection, the short brace-bars projected upward from the inner ends of said shoes, and the brace-brack-

ets projected upward from the outer ends of said shoes, substantially as set forth.

3. The combination, with the truck and bearings G' supported thereon, of the guard
5 comprising shoes and a connection-bar extended between said shoes, lugs H', projected from the guard and engaging bearings G', and brace I', extended from the guard and secured to the truck, all substantially as and for the
10 purposes specified.

4. The combination of the truck-frame, the links G, and the guard secured to the truck-frame and having short upwardly-projected lugs H', engaging the lower ends of the links
15 G, substantially as set forth.

5. The combination, with the truck, of the guard having two shoes at each side of the

truck, and having brackets I, secured to the truck-frame, and connections uniting the two shoes at each side of the truck, substantially 20 as set forth.

6. The truck having links G, provided with bearings G', the guard, and the lugs H', projected therefrom and engaging the bearing G', substantially as set forth. 25

7. The truck having beams D and E and interposed spring F, and provided with links G, having bearings G', and the guard secured to the truck-frame and having lugs engaging the bearings G', substantially as set forth.

WILLIAM H. WALKER.

Witnesses:

GEO. B. POURNELLE,
W. H. ROBERTSON.