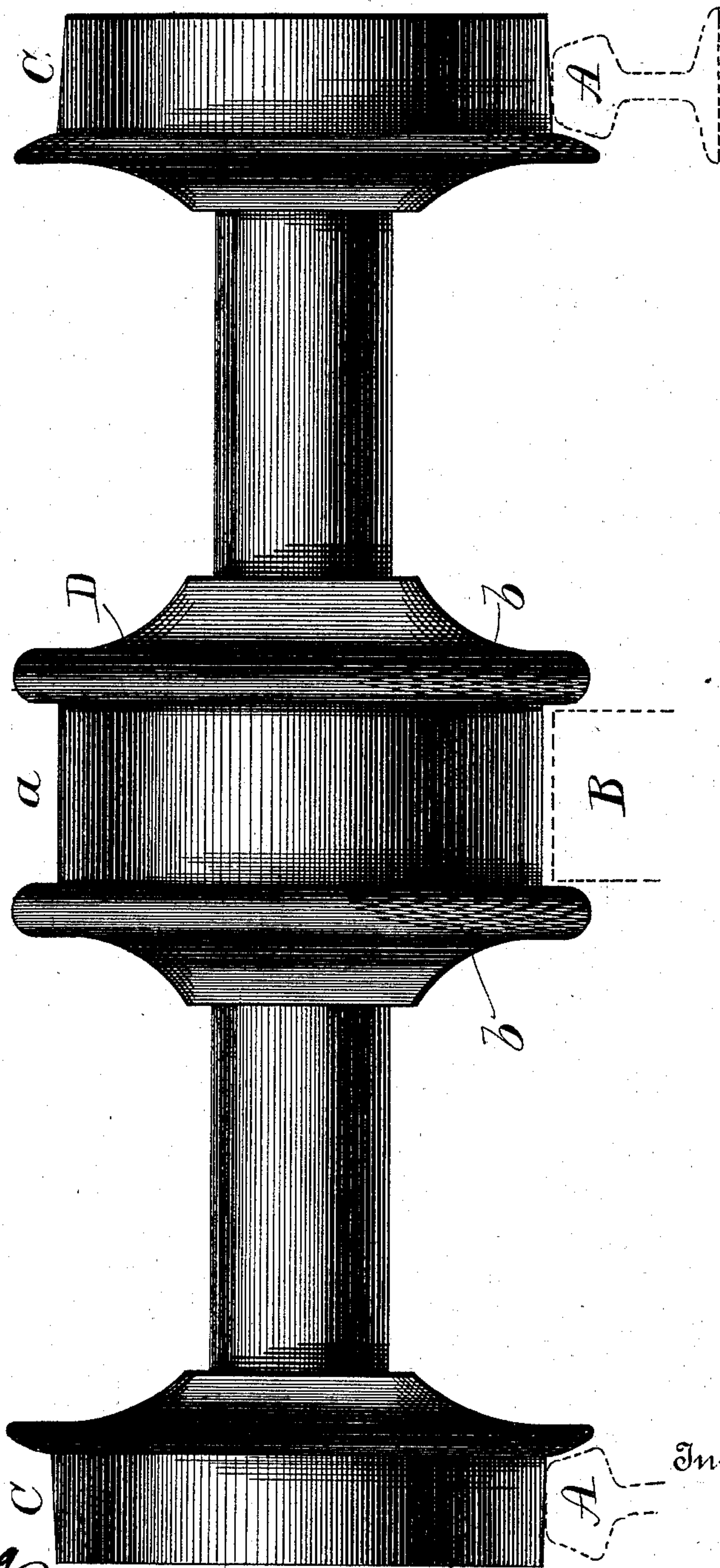


(No Model.)

J. M. BOSTWICK.  
SAFETY DEVICE FOR RAILROAD TRUCKS.

No. 476,123.

Patented May 31, 1892.



Witnesses  
*G. F. Downing*  
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# UNITED STATES PATENT OFFICE.

JOSEPH M. BOSTWICK, OF JANESVILLE, WISCONSIN.

## SAFETY DEVICE FOR RAILROAD-TRUCKS.

SPECIFICATION forming part of Letters Patent No. 476,123, dated May 31, 1892.

Application filed September 8, 1891. Serial No. 405,072. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH M. BOSTWICK, a resident of Janesville, in the county of Rock and State of Wisconsin, have invented certain  
5 new and useful Improvements in Safety Devices for Railroad-Trucks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it ap-  
10 pertains to make and use the same.

My invention relates to an improvement in safety devices for railroad-trucks, the object of the invention being to provide means whereby to prevent a train from running off  
15 the track in case of a broken rail or axle or from switching from the track when on a sharp curve.

With this object in view the invention consists in certain features of construction and  
20 combinations and arrangements of parts, as hereinafter set forth in the claim.

The accompanying drawing represents an embodiment of my invention.

A A represent the ordinary rails of a rail-  
25 way-track, and centrally located between these rails is a third rail B, which is preferably flat or which may, if desired, be a rail of ordinary construction, such as the rails A A. One or more of the axles C of a train, having the ordi-  
30 nary wheels C' C' at the ends thereof, is provided at a point between its ends with another wheel D. The wheel D is made with an annular peripheral groove *a*, thus producing two

peripheral flanges *b* at each side of the annu-  
lar peripheral slot *a*. These flanges are adapt- 35  
ed to project below the face of the rail B at each side thereof, while the body of the wheel will not touch the rail; or, if desired, the body of the wheel D within the groove *a* may be  
40 made to run on the track or rail B and the flanges *b b* made to run at each side thereof. By the provision of the devices above de-  
scribed it will be seen that a car will be pre-  
vented from leaving its track in case of a  
45 broken axle or in going around a sharp turn.

It is evident that the invention is equally  
as applicable for use on an elevated road as  
on a surface road. It is an exceedingly sim-  
ple device, cheap to manufacture, and very  
50 effectual in the performance of its functions.

Having fully described my invention, what I claim as new, and desire to secure by Let-  
ters Patent, is—

The combination, with a car-axle and wheels  
on the ends thereof, of an intermediate wheel 55  
located on the axle, the tread of the interme-  
diate wheel being of the same diameter as the  
treads of the outside wheels, substantially as  
set forth.

In testimony whereof I have signed this 60  
specification in the presence of two subscrib-  
ing witnesses.

JOSEPH M. BOSTWICK.

Witnesses:

MORRIS M. BOSTWICK,  
J. L. DAVIS.