

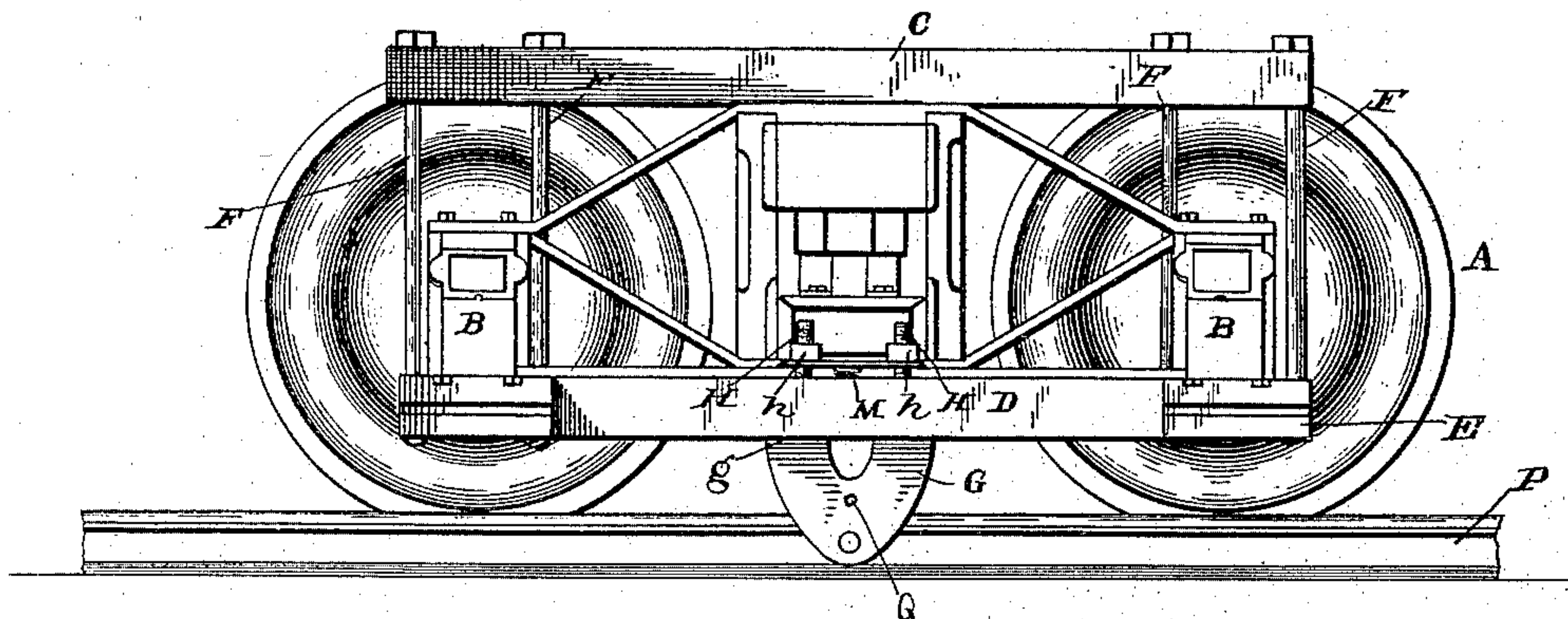
(No Model.)

R. L. LYNCH.  
SAFETY ATTACHMENT FOR CARS.

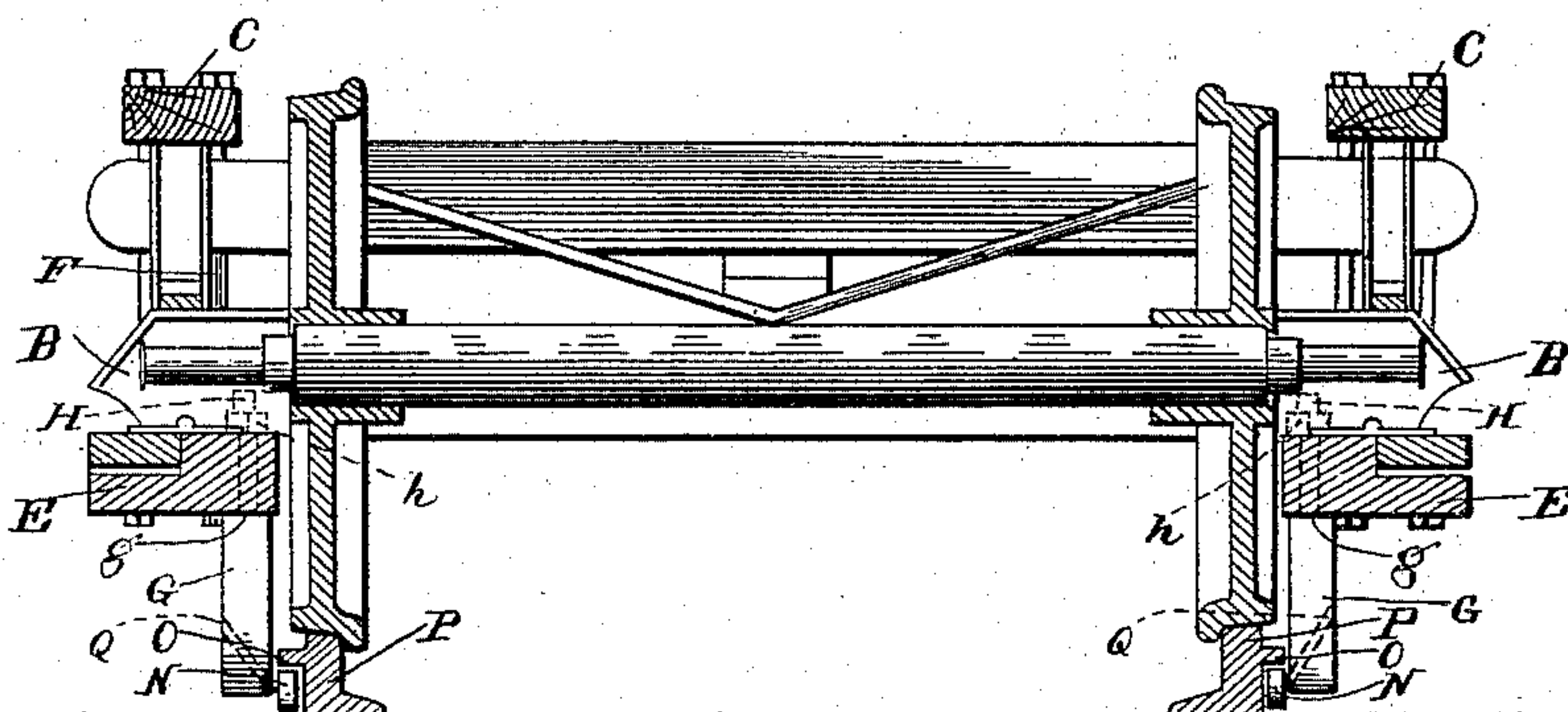
No. 488,477.

Patented Dec. 20, 1892.

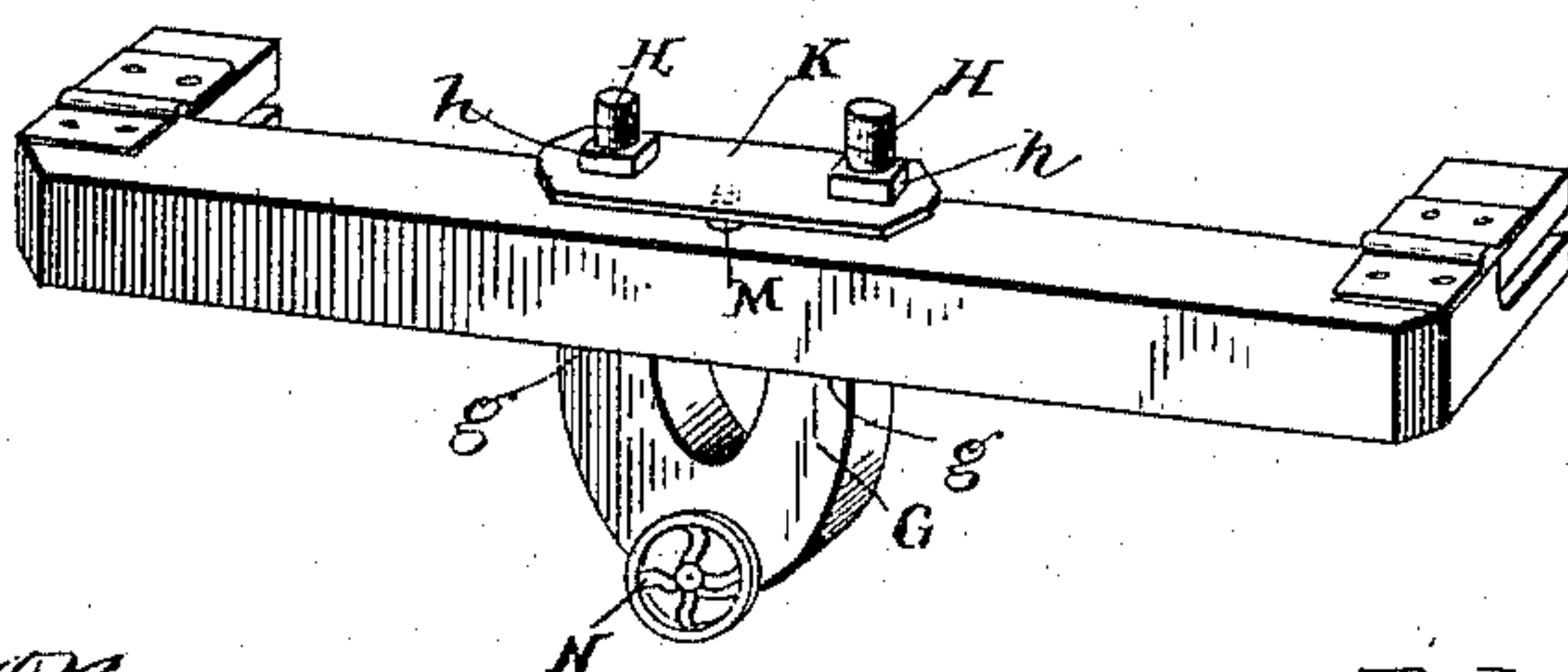
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



Witnesses

*J. M. Johnson.*

*E. J. Coffey*

Inventor

*Robert L. Lynch*

By *his* Attorneys,

*C. A. Snow & Co.*



# UNITED STATES PATENT OFFICE.

ROBERT L. LYNCH, OF LEEPORT, KENTUCKY.

## SAFETY ATTACHMENT FOR CARS.

SPECIFICATION forming part of Letters Patent No. 488,477, dated December 20, 1892.

Application filed September 13, 1892. Serial No. 445,799. (No model.)

*To all whom it may concern:*

Be it known that I, ROBERT L. LYNCH, a citizen of the United States, residing at Leeport, in the county of Trimble and State of Kentucky, have invented a new and useful Safety Attachment for Cars, of which the following is a specification.

My invention relates to a safety attachment for railway cars, the object of the invention being to provide means to prevent derailment of cars while in motion, and thereby prevent accidents due to such causes.

The invention is fully described hereinafter in connection with the drawings and the novel features thereof are particularly pointed out in the appended claims.

In the drawings: Figure 1 is a side view of a truck showing the attachment applied thereto; Fig. 2 is a transverse sectional view of the same; Fig. 3 is a detail view of the attachment.

A represents an ordinary car-truck, above the boxes, B, of which is arranged the longitudinal timber, C, and beneath the truck, and extending parallel with said timber, is a horizontal supporting-bar, D, having terminal, outward extending arms, E E, which extend under the boxes and are firmly secured to the same by vertical bolts, F F. Similar bolts, F, extend vertically through the supporting-bar and timber, above-described. Said outward extending arms are bifurcated as shown, their upper leaves being hinged at their inner edges to the supporting-bar.

G represents a yoke, arranged beneath the supporting-bar, and provided with shoulders, *g g* which bear against the under surface thereof, the arms of said yoke being extended to form screw-threaded stems, H H, which extend vertically through the supporting-bar and are engaged above the same by taps, *h h*. Smooth stems may be employed, if preferred, and held in place by transverse pins, of any ordinary or approved construction. Interposed between the nuts and the upper surface of the supporting-bar, is a cap-plate, K, and between the latter and the upper surface

of the bar is a tension spring, M, which allows a limited vertical play of the yoke, for a purpose hereinafter explained. Mounted upon the yoke, at its lower end, is a safety roller, N, which runs upon the underside of the flange, O, of the rail, P, and prevents the truck from rising. It is in the nature of an anti-friction traveler, held in such a position as to engage the track when the truck rises, and thereby prevent derailment.

The spring, above described, allows a limited play of the parts to prevent fracture or displacement. The bifurcated arms enable the position of the roll to be adjusted, by blocking between the leaves before tightening the bolts. Oil holes, Q, communicate with the bearings of the safety rollers.

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

1. An attachment for car-trucks, comprising a fixed supporting-bar, a vertically movable yoke whose arms extend through said supporting-bar, a cap-plate K connecting said arms above the supporting-bar and held in place thereon by adjusting-nuts, a pressure-spring located between the cap-plate and the supporting-bar, and a roller carried by the yoke, substantially as specified.

2. In a safety attachment for car-trucks, the combination of the supporting-bar provided with parallel, bifurcated arms, adapted to be bolted to the undersides of the boxes of the truck, the vertically movable yoke provided with stems extending through the supporting-bar and fitted with a tension spring, and a roller mounted upon the yoke to engage a horizontal flange upon the track-rail, substantially as specified.

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

ROBERT L. LYNCH.

Witnesses:

C. B. DAUGHRITY,  
JOHN T. MILLER.