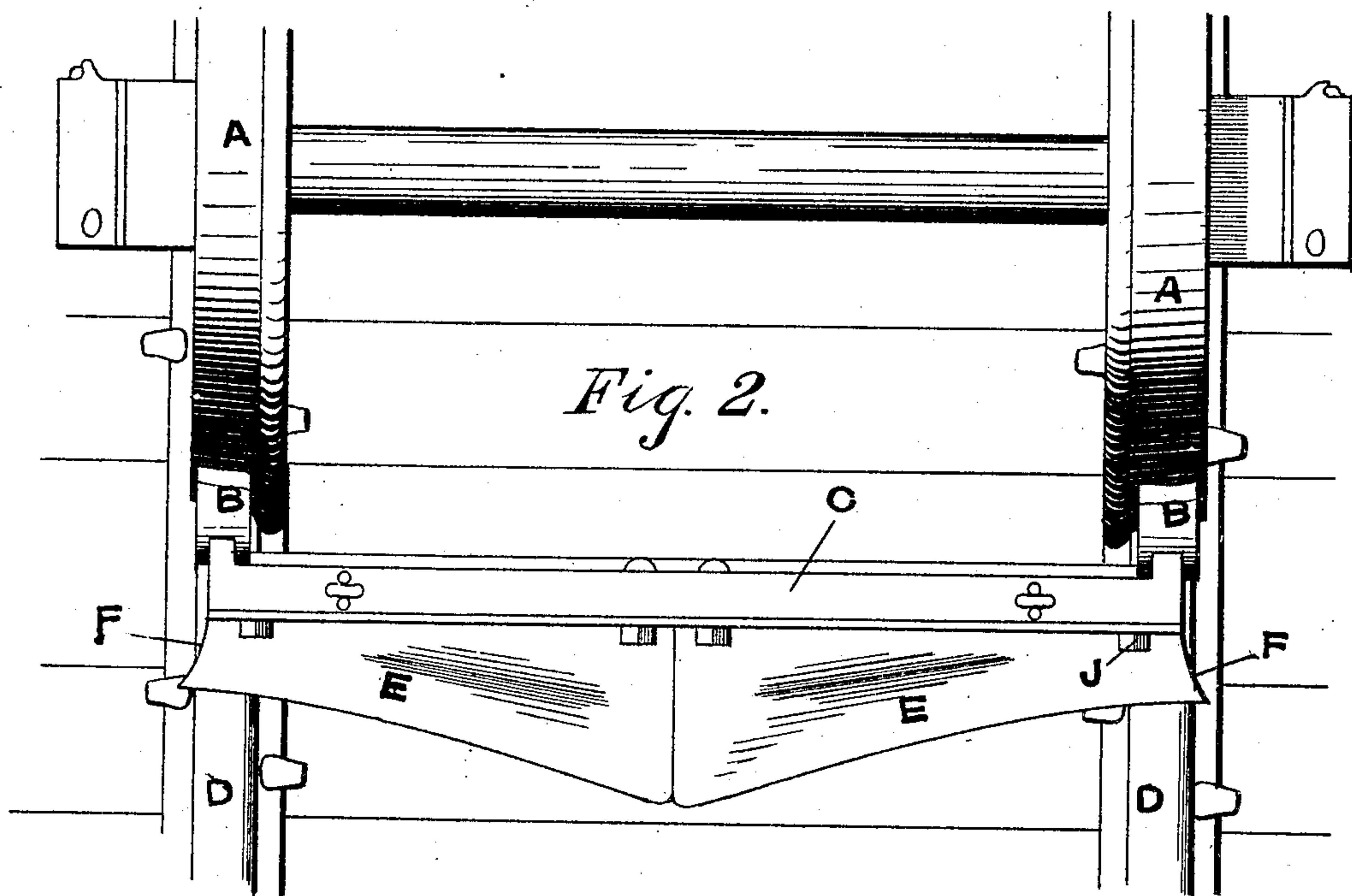
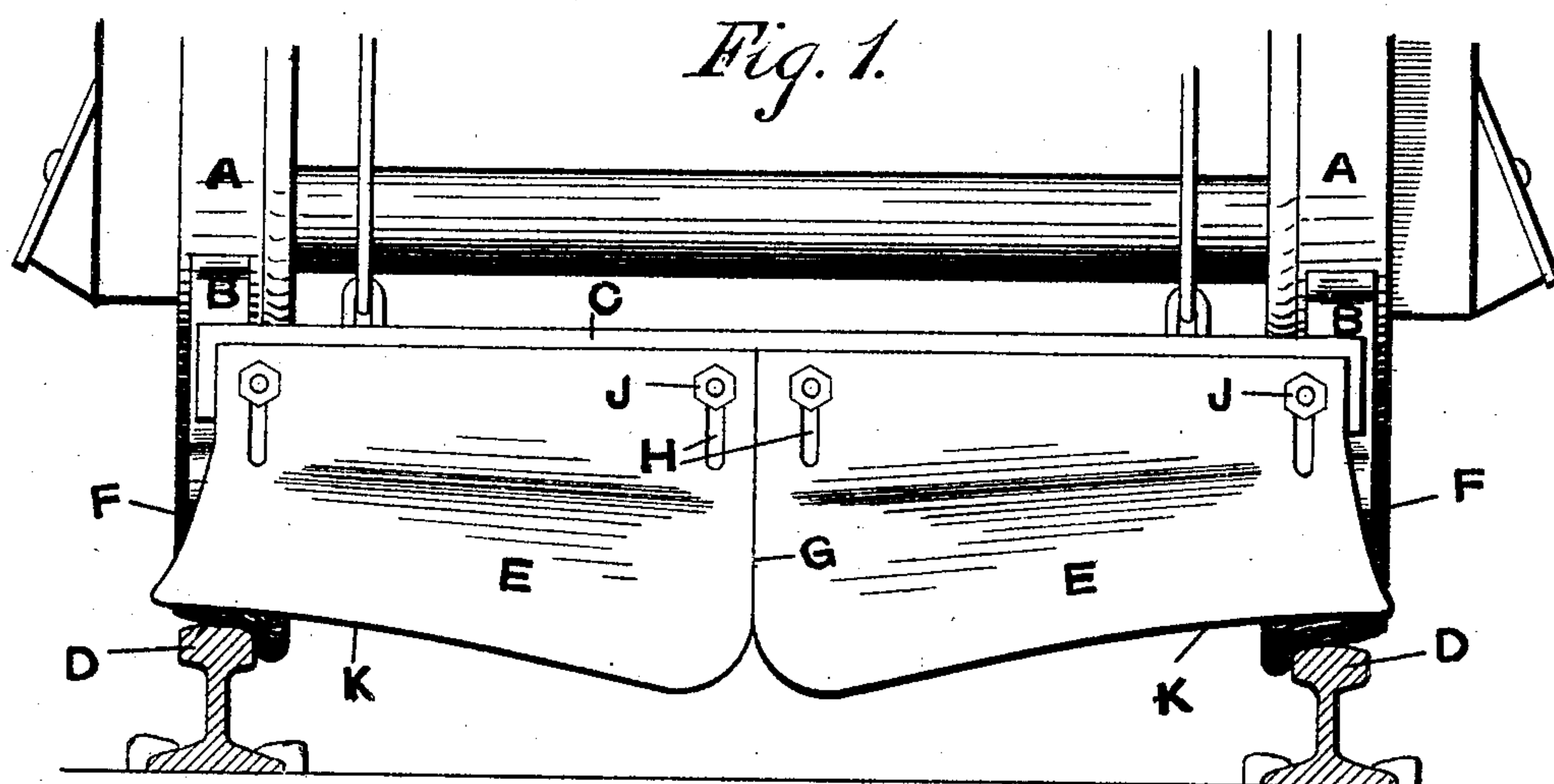


No. 836,935.

PATENTED NOV. 27, 1906.

E. A. MASON.
WHEEL GUARD FOR RAILWAY CARS.
APPLICATION FILED MAR. 10, 1906.



Witnesses
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UNITED STATES PATENT OFFICE.

EDWARD ARMSTRONG MASON, OF MONTREAL, QUEBEC, CANADA.

WHEEL-GUARD FOR RAILWAY-CARS.

No. 836,935.

Specification of Letters Patent.

Patented Nov. 27, 1906.

Application filed March 10, 1906. Serial No. 305,214.

To all whom it may concern:

Be it known that I, EDWARD ARMSTRONG MASON, of the city of Montreal, in the Province of Quebec and Dominion of Canada have invented certain new and useful Improvements in Wheel-Guards for Railway-Cars, of which the following is a full, clear, and exact description.

My invention relates to wheel guards or fenders, and is particularly adapted for attachment to the brake-beams of freight-cars.

A great number of lives are lost by brakemen and others falling between railway-cars, where they have practically no opportunity of escape and are crushed by the wheels.

The object of my invention is to provide a device that can be attached to a car-truck in front of the wheels and that will throw any object with which it comes in contact outwardly clear of the rails.

The device consists, essentially, of a pair of slightly-dished plates, of metal or other suitable material, adjustably attached to the trucks in front of the wheels, said plates being so constructed and positioned as to throw objects clear of the track-rails.

In the drawings which illustrate my invention, Figure 1 is a front elevation of the device, showing the guards. Fig. 2 is a plan view of the device similar to Fig. 1.

Referring to the drawings, A designates the wheels of a railway-truck, having brake-shoes B held in contact with their rims by means of the brake-beam C. A pair of slightly-dished metal plates E, provided with adjusting-slots H, are fixed to the brake-beams by means of the bolts J in such a manner that the outer edges F extend slightly beyond the outside of the wheels. The lower edges K of the plates are arranged to just clear the rails D, as shown in Fig. 1. At the center G the plates meet at an angle of slightly less than one hundred and eighty de-

grees, thus causing the outer edges F to slope backward toward the wheels. The lower edges K are slightly in advance of the body portion and are so curved as to assist in throwing any objects with which they come in contact outwardly clear of the wheels.

Instead of attaching the guards to the brake-beams they may be attached to the car-trucks and being vertically adjustable can always be arranged to clear the rails.

The advantages of the device will be obvious. As most of the accidents which this invention is designed to prevent occur in switch-yards, where trains are moving at a slow rate of speed, persons falling between the cars will be thrown to one side instead of being crushed by the wheels.

Having thus described my invention, so that the same may be readily understood by those skilled in the art to which it appertains, what I claim, and desire to secure by Letters Patent, is—

1. In a device of the class described, the combination of a brake-beam, a pair of angularly-disposed plates attached to said brake-beam and vertically adjustable with respect thereto.

2. In a device of the class described, a brake-beam, a pair of angularly-disposed, slightly-dished plates attached to said brake-beam, and means for adjusting said plates vertically with respect to the brake-beam.

3. In a device of the class described, a brake-beam, a pair of guard-plates attached to said brake-beam and inclined rearwardly, said guard-plates having means for vertical adjustment upon said brake-beam.

In witness whereof I have hereunto set my hand in the presence of two witnesses.

EDWARD ARMSTRONG MASON.

Witnesses:

STUART R. W. ALLEN,
WILLIAM G. ARMSTRONG.