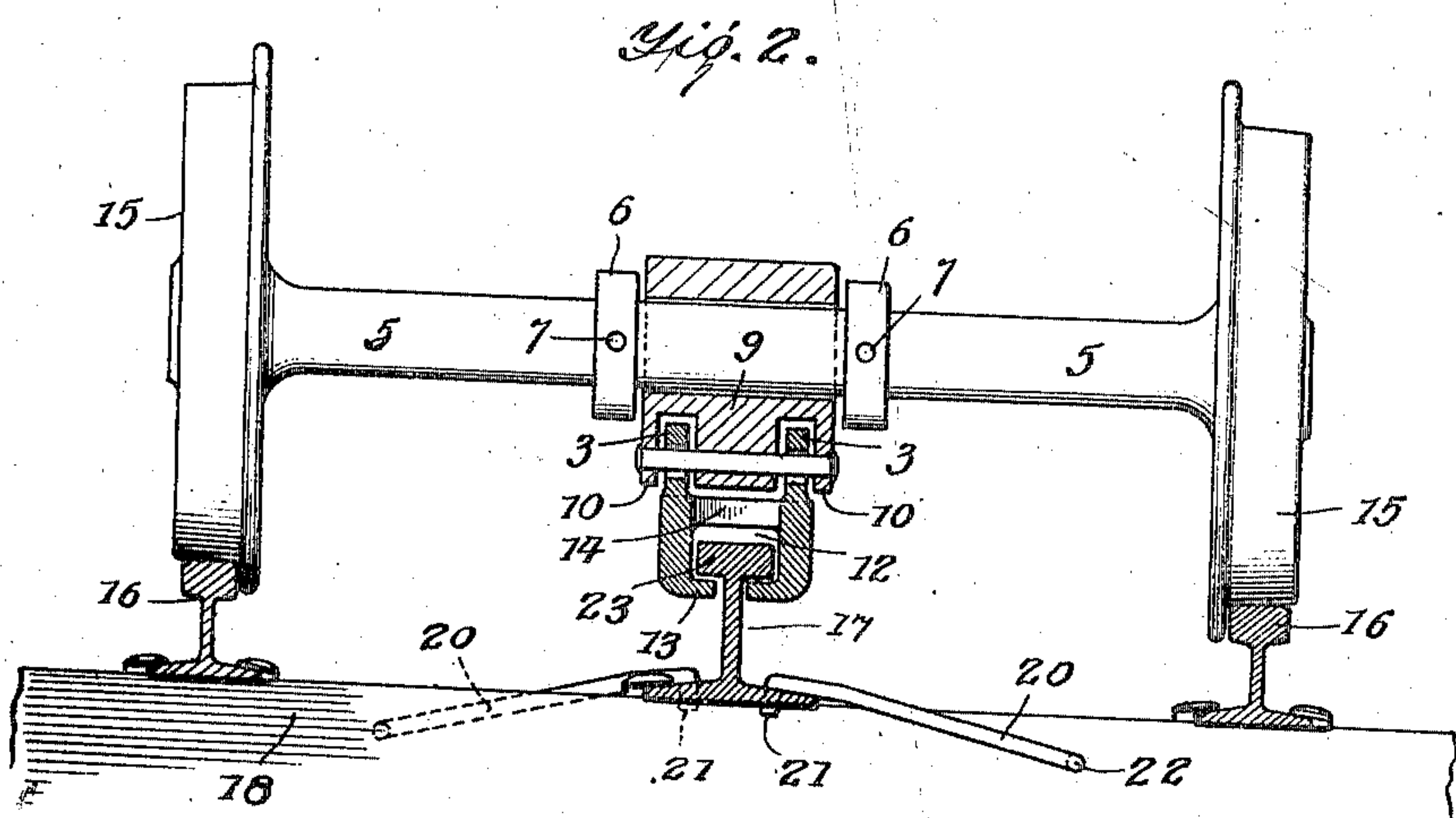
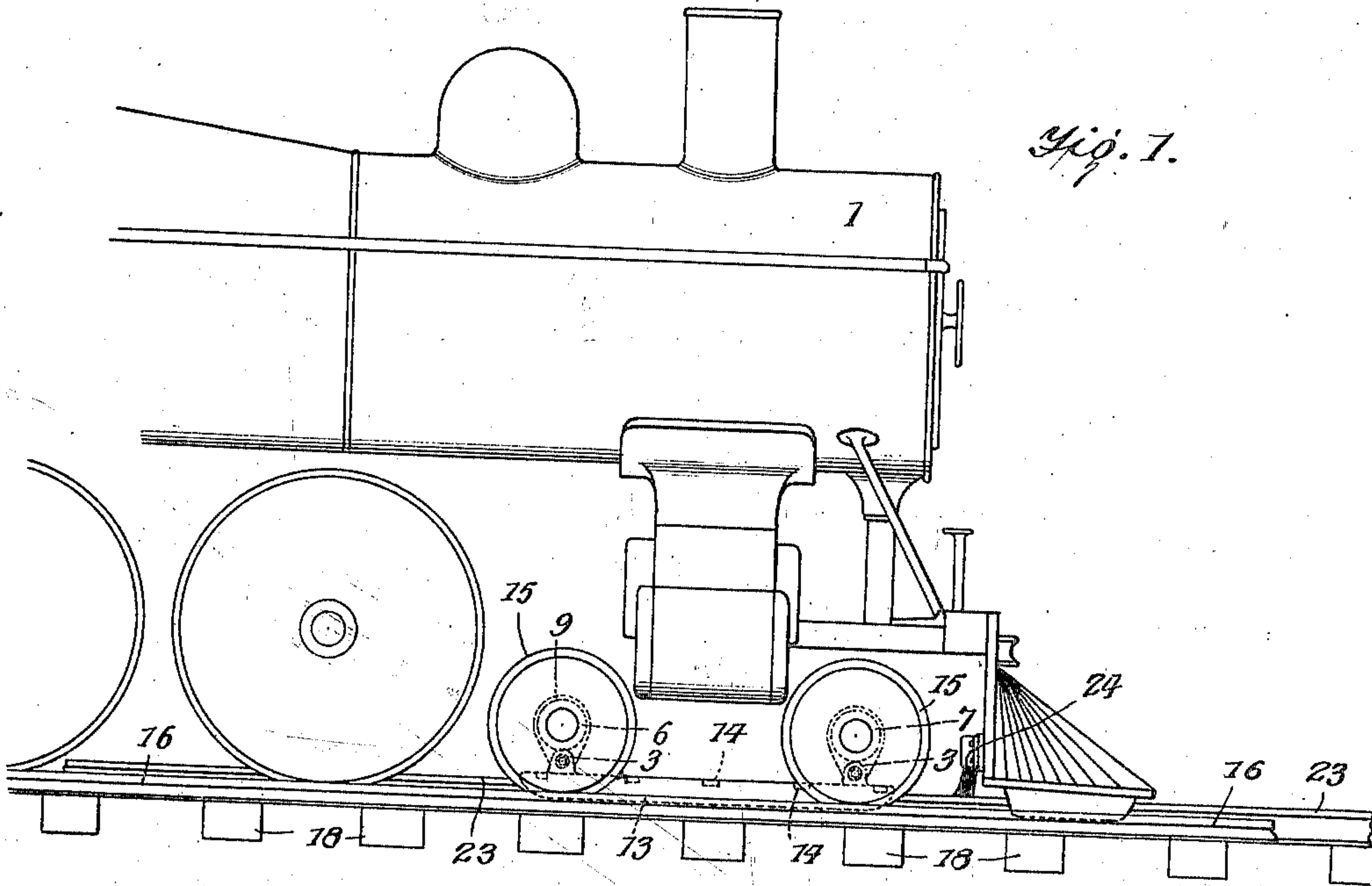


E. B. POOLE.
WRECK PREVENTER.
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951,698.

Patented Mar. 8, 1910.



WITNESSES

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EPHRIAM B. POOLE, OF DELMAR, ALABAMA.

WRECK-PREVENTER.

951,698.

Specification of Letters Patent.

Patented Mar. 8, 1910.

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To all whom it may concern:

Be it known that I, EPHRIAM B. POOLE, a citizen of the United States, and a resident of Delmar, in the county of Winston and State of Alabama, have invented certain new and useful Improvements in Wreck-Preventers, of which the following is a specification.

My invention is an improvement in wreck preventers, and consists in certain novel constructions, and combinations of parts, hereinafter described and claimed.

The object of the invention is to provide a device capable of being attached to any locomotive or railroad car, and which will grasp a third rail beneath the tread, thus effectually preventing the wheels from leaving the track.

Referring to the drawings forming a part hereof, Figure 1 is a side view of a portion of a locomotive provided with the improvement, and Fig. 2 is a transverse section of the improvement in place.

The present embodiment of the improvement, is shown applied to the bogie truck of a locomotive 1, and consists of a shoe 2, which is provided near each end with a pair of oppositely arranged ears or lugs 3, each of which is transversely perforated, and the perforation 4 of one member of each pair registers with the perforation of the other member. Each axle 5 of the truck is provided near its center with spaced collars 6, which encircle the axle, and are secured in adjusted position by means of set screws 7. A sleeve 8 encircles the axle between each pair, and each sleeve is provided with a depending lug 9, which is slotted to form three ears 10. The ears 3 of the shoe are received in the slots between the ears 10 of the collar, and a rivet or bolt 11 passes through the openings 4 of the ears 3 and registering openings in the ears 10. The sleeve 8 is loosely journaled on the axle, and the openings 4 are larger than the rivet, so that a considerable amount of free movement is permitted to the shoe. The shoe 2 is longitudinally slotted as at 12, and the free edges of the sides of the slot are provided with internally extending flanges 13.

Portions of the upper wall of the shoe are cut away as indicated at 14 in Fig. 2, so that foreign substances may not fill up the space above the flanges 13. The wheels 15 of the truck run on the usual rails 16, and a third rail 17 is laid between the said rails, the rail 17 being heavier than the rails 16, and being laid on the ties 18. The rail 17 is secured to the ties by the usual spikes 19, and in addition by rods 20. Each rod 20 is provided at each of its ends with an angular portion 21—22, one of which 21 engages an opening in the base of the rail 17, while the other portion engages the side of the tie. The rods take a good portion of the lateral strain from the spikes, and may be arranged as closely together as desirable. The tread 23 of the rail 17 is received in the longitudinal groove of the shoe, with the flanges 13 engaging beneath the tread as shown in Fig. 2. It will be evident that as the locomotive moves, the shoe will slip along the rail, without any great amount of friction, but will prevent the wheels leaving the rails 16. The rail 17 may be provided with hinged portions at switches, which may be connected to swing with the tongues, and the switch may be provided with a third rail or not as may be desired.

It will be evident that the shoe may be described as having on its lower face a longitudinal groove with undercut side walls, for grasping the tread of a rail.

In Fig. 1 is shown a brush 24 supported in front of the shoe for engaging the third rail, to clear the same from foreign bodies.

I claim:

1. The combination with a truck, of a pair of spaced collars on each axle of the truck, a sleeve journaled on the axle between the collars and provided with a depending lug, a shoe having a longitudinal groove, the side walls of the groove having internally extending flanges, said shoe having near each end a pair of lugs, a pivotal connection between each pair of lugs and the lug on the adjacent collar, and a third rail having its tread received in the longitudinal groove of the shoe, the flanges engaging beneath the tread of the rail.

2. A device of the character specified comprising the combination with the third rail, of a shoe for engaging the rail, and auxiliary means for securing the rail in
5 place, said means comprising rods on each side of the rail each having at each end a lateral projection, one of which is adapted to engage the tie, the base of the rail having an opening for receiving the same.

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Witnesses:

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