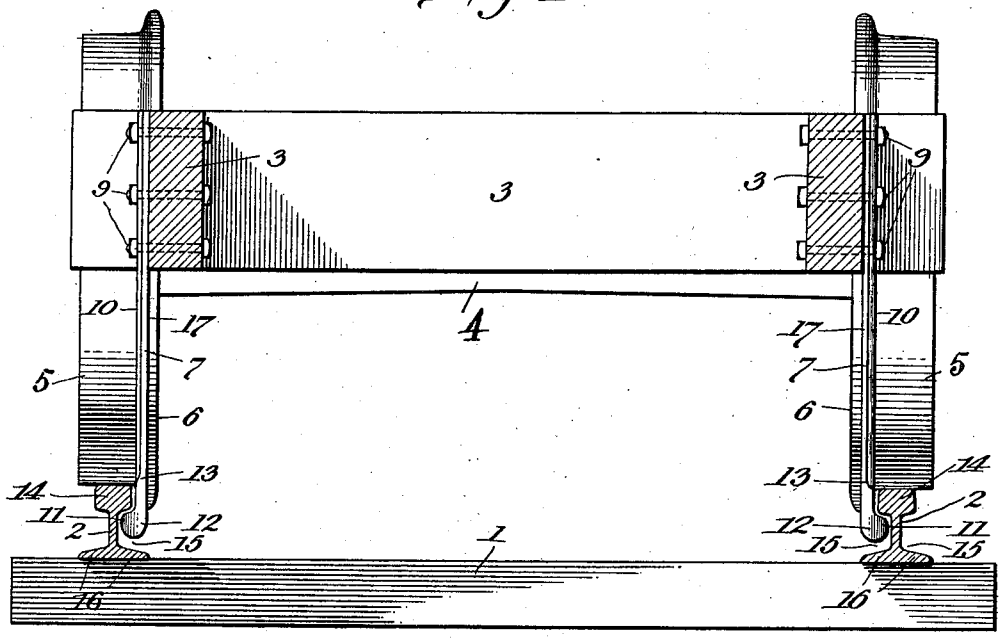
No. 861,512. PATENTED JULY 30, 1907.

W. GREENE.

DERAILMENT GUARD.

APPLICATION FILED JAN. 15, 1906.

Fig. 1.



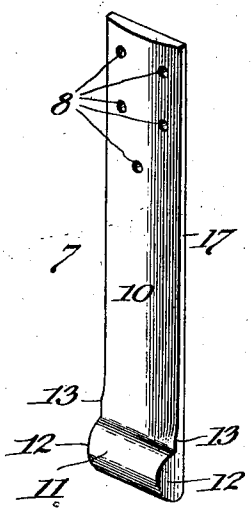




Fig. 2.

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# UNITED STATES PATENT OFFICE.

WILLIAM GREENE, OF BLACKWATER, VIRGINIA.

## DERAILMENT-GUARD.

No. 861,512. Specification of Letters Patent. Patented July 30, 1907.

Application filed January 15, 1906. Serial No. 296,219.

*To all whom it may concern:*

Be it known that I, WILLIAM GREENE, a citizen of the United States of America, and a resident of Blackwater, in the county of Lee and State of Virginia, have invented certain new and useful Improvements in Derailment-Guards, of which the following is a specification.

My invention relates particularly to improvements upon that class of derailment guards in which foot pieces are employed which engage the heads of T-rails and the object of my invention is to provide an improved, simple and inexpensive foot-piece which can be readily fastened to and removed from the stringers of a truck of a piece of rolling stock, and which will hold the trucks down to the rails and prevent their rising, by engaging the heads of the T-rails.

With this and other objects in view my invention consists in certain novel features of construction as hereinafter described and claimed.

In order that my invention may be fully understood I will proceed to describe it with reference to the accompanying drawing, in which:

Figure 1 shows the application of a pair of my improved derailment guards to a truck of a piece of rolling stock. Fig. 2 is a perspective view of one of my derailment guards looking at the face thereof.

1 is a railroad tie, 2 are T-rails, and 3 is the frame work of a truck of a piece of rolling stock, having an axle 4 and wheels 5 provided with flanges 6.

7 is my improved derailment guard made of malleable iron, preferably, and having a suitable number of perforations 8, in its upper portion, to receive bolts and nuts 9 whereby it is fastened to the stringers of the frame-work 3 of a truck, preferably as near as possible to the end thereof. With each truck I employ at least four of my guards located one at each of the four corners of the frame-work; each pair being thus positioned in front and in rear of the wheels.

Each of my guards is of approximately semi-elliptical shape in transverse section providing a foot-piece constructed with a flat back 17 with a longitudinal convex face, 10, with a transversely arranged semi-circular heel, 11, having beveled ends, 12, and with reinforcing shoulders 13, located at the edges of the foot-piece at the ends of and surmounting the heel 11. The heel 11 is adapted to occupy a position beneath the head 14 of a T-rail so as to slide smoothly therebeneath, in the groove 15 between the head 14 and the base 16 of the T-rail and prevent the lifting of the wheels from the T-rail while the portion of the convex face 10 reinforced by the shoulders 13 is adapted to impinge against the edge of a T-rail 14 and prevent the outward movement of the truck. The beveled ends 12 of the heel are adapted to guide the latter past slight obstructions though it is intended to remove all obstructions to the passage of the heel from the webs of the rails. These foot-pieces are made not less than one inch thick, and not less than six inches wide, preferably.

Having thus described my invention the following is what I claim as new therein and desire to secure by Letters Patent.

A derailment guard of approximately semi-elliptical shape in cross section having perforations at its upper end and providing a flat back for attachment to a stringer of a truck and a convex face, and constructed with a foot piece having a transversely arranged semi-circular heel adapted to slide beneath and engage the head of a T-rail and beveled ends for guiding the heel past slight obstructions, and with reinforcing shoulders adjacent to and surmounting the ends of the foot piece and adapted to impinge against the edge of the head of the rail.

October 24th 1905.

WILLIAM GREENE.

Witnesses:
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