No. 789,750. PATENTED MAY 16, 1905.

E. L. MESSLER.

GUARD FOR SKIP BUCKETS.

APPLICATION FILED NOV. 9, 1904.

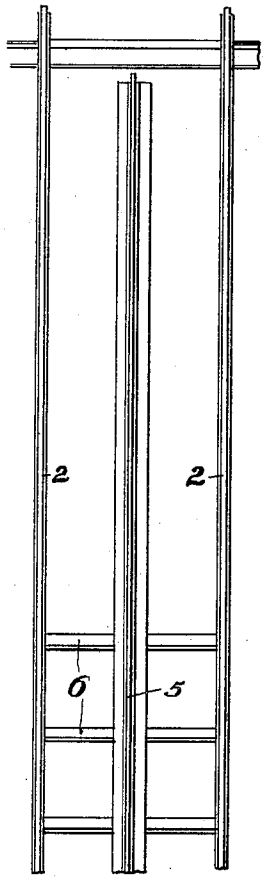


FIG. 2.

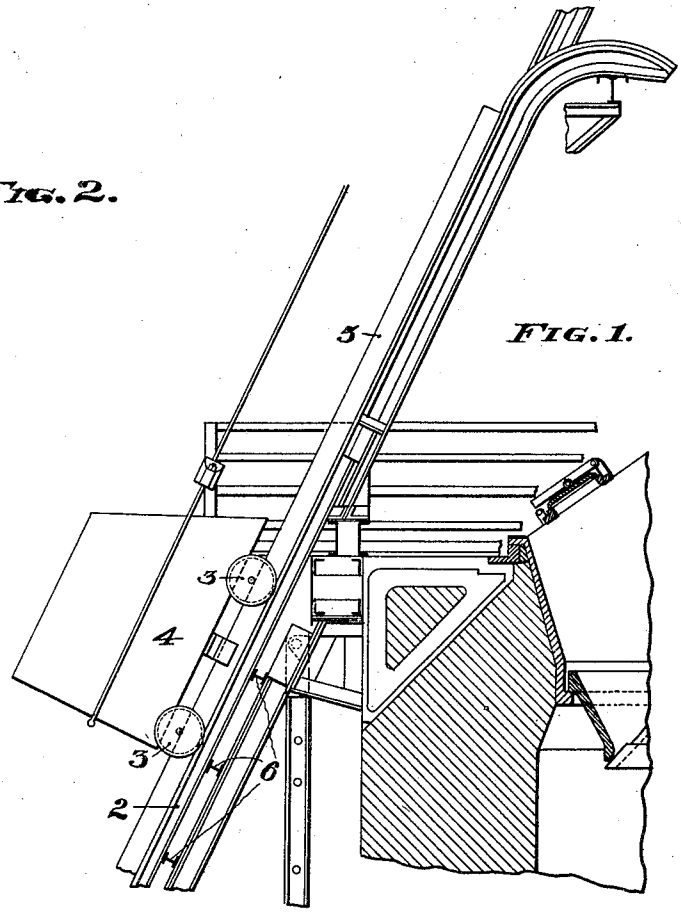


FIG. 1.

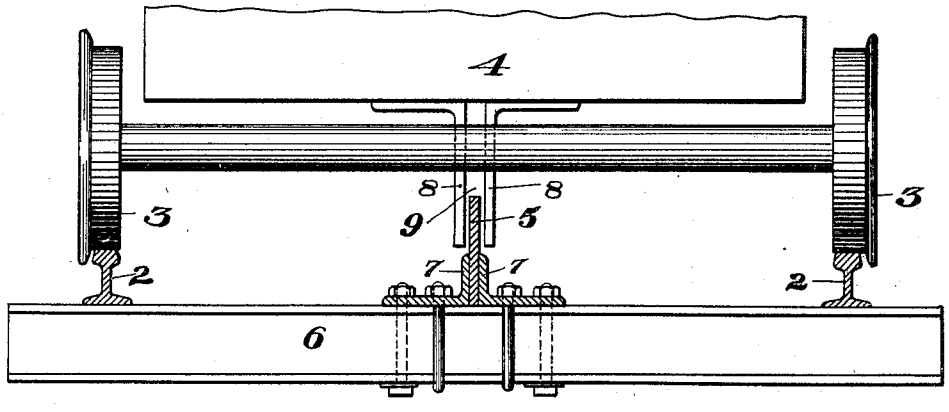


FIG. 3.

WITNESSES

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No. 789,750. Patented May 16, 1905.

UNITED STATES PATENT OFFICE.

EUGENE L. MESSLER, OF PITTSBURG, PENNSYLVANIA.

GUARD FOR SKIP-BUCKETS.

SPECIFICATION forming part of Letters Patent No. 789,750, dated May 16, 1905.

Application filed November 9, 1904. Serial No. 231,997.

To all whom it may concern:

Be it known that I, EUGENE L. MESSLER, of the city of Pittsburg, county of Allegheny, and State of Pennsylvania, have invented a certain new and useful Improvement in Guards for Skip-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevation of a portion of a skip-incline. Fig. 2 is a plan view of a portion of the track, showing the guard; and Fig. 3 is a vertical sectional view of the track and guard, showing a portion of the skip-car.

Like symbols of reference indicate like parts wherever they occur.

In the ordinary skip-incline for blast-furnaces it is customary to use guard-rails, situate parallel to the rails on which the wheels of the skip-cars travel, the purpose of the guard-rail being to prevent the skip-car from escaping from the incline should the car jump the track. In practice, however, it has been found that frequently the loose materials which are being hoisted fall from the car and lodge between the rails and the guard-rails, forming an obstruction which acts to derail the skip-car on its passage up or down the incline.

The purpose of my invention is to provide a guard which shall dispense with the guard-rails just described and shall at the same time effectually prevent the car from becoming derailed on its passage up and down the incline.

In the drawings, 2 2 represent the rails of the skip-incline on which the wheels 3 of the skip-car 4 travels. Situate midway between the rails 2 2 is a vertical tongue 5, which may be secured to the cross beams or ties 6 of the track by means of angle-bars 7, which are bolted to the ties 6, the tongue 5 fitting between the flanges of the bars 7 and being secured thereto by any suitable means.

Extending from the bottom of the skip-car are two angle-bars 8 8, which are bolted to the bottom of the car parallel to each other, forming a slot 9, within which slot the tongue 5 projects and is adapted to travel. This slot and tongue together form a safety-guide which is sufficient to prevent the car 4 from escaping from the track should the wheels 3 become derailed. The tongue 5 is so constructed as to extend the entire length of the incline.

The advantages of my invention will be appreciated by those skilled in the art. The tongue 5 is of such construction that it cannot itself retain such an obstruction as would derail the car and is at such a distance from the track-rails as to prevent the lodgment of obstructive material therebetween.

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

In a skip-incline, the combination of a slot formed on the skip-car, and a guide-rail situate between the rails of the track and projecting into said slot, said guide-rail being located at such a distance from the track-rails of the incline as to prevent the lodgment of obstructions between the guide-rail and track-rails.

In testimony whereof I have hereunto set my hand.

EUGENE L. MESSLER.

Witnesses:

HENRY H. DOYLE,

WALTER FAMARISS.