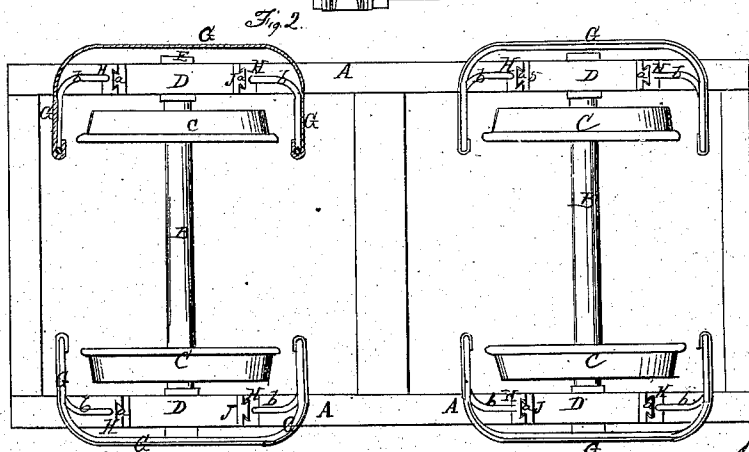
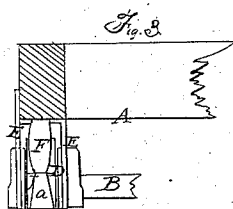
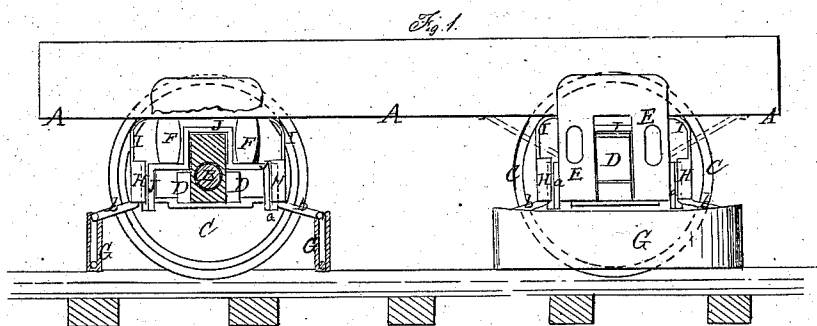


G W Brady
Safety Attachment for Cars
No 74980 *Patented March 3. 1868*



Witnesses
Thos. Insko
W. Freeman

Invented
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United States Patent Office.

GEORGE W. BRADY, OF NEW YORK, N. Y.

Letters Patent No. 74,980, dated March 3, 1868.

IMPROVED SAFETY-ATTACHMENT TO RAILROAD-CARS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, GEORGE W. BRADY, of the city, county, and State of New York, have invented a new and improved Safety-Attachment to Railroad-Cars; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 represents a side elevation, partly in section, of a railroad-car provided with my improved safety-attachment.

Figure 2 is an inverted plan view of the same.

Figure 3 is a detail end view of an axle-box.

Similar letters of reference indicate corresponding parts.

This invention relates to a new arrangement for preventing accidents on railroad-cars, and consists in the use of a shield arranged around the wheels in such a manner that by the same any obstruction on the track will be pushed off, so that the wheels of the car cannot pass over and injure persons that may be lying or falling upon the track. This shield is arranged so that it can slide up and down, and is, by means of springs, held down. It is thus made flexible on the car, for the purpose of allowing it to pass over small obstructions, such as small stones, &c., and to resume its original position after it has thus passed over, and also to allow the body of the car to move up and down.

A represents the platform of any suitable kind of railroad-car; B B are the axles; C C, the wheels; D D, the axle-boxes. The latter are fitted in pedestals, E E, of suitable or ordinary construction. F F are springs arranged each side of the axle-boxes, resting on the yoke J J, said yoke resting across the top of the axle-boxes. B B, the arms of yoke J J, clamping the sides of axle-boxes B B, and projecting through the pedestals E E, the ends of yoke J J having tapering dove-tail tenons, broader at the bottom than at the top, the ends of yoke J J clasping the outside ends of pedestals E E, acting as a brace to the frame, on which the shield is affixed. G G are the shields, which are plates made of sheet metal, or of wire netting, or any other suitable material, laid along the outside of each wheel, and bent in at both ends, so as to cover the edges of the wheel, as is clearly shown in fig. 2. These plates or shields are, by means of rods or braces b b, attached to or connected with metallic slides, H H, which are plates having tapering dove-tail grooves corresponding to the tenons a, fitted over and upon the said tenons, as shown. When the shields are thus secured to the axle-yoke they cannot be any further lowered, on account of the tapering form of the tenon and groove, but they can be raised as far as necessary, stops of any description indicating and regulating the height to which the shields can be raised. Between the slides H and the platform of the car are interposed springs I I, of any suitable construction, for the purpose of keeping the shields down, still allowing them to be raised when necessary. When the shields are down as far as possible, their lower edges will just clear the track without touching the same.

It will be seen that, by means of this attachment, the frequent accidents by railroad-cars will be considerably lessened, if not wholly abated. The tenons a can, if desired, be formed on the slides H, in which case the grooves are in the ends of the axle-boxes.

I claim as new, and desire to secure by Letters Patent—

1. The shields G, when connected with slides H, which are fitted upon tapering dove-tail or other tenons, a a, formed on the ends of the yoke J, which rest upon the axle-boxes of railroad-cars, substantially as herein shown and described.

2. The above, in combination with the springs I I, arranged as and for the purpose set forth.

3. I claim the yoke J, resting upon and fitting around the axle-box, and extending down the side of the pedestal, the said yoke having a dove-tail tenon on each end, to which the metallic slide connected with the shield-frame is attached.

GEORGE W. BRADY.

Witnesses:

WM. F. McNAMARA,
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