

(No Model.)

J. DRAKE.
ENGINE PILOT.

No. 528,152.

Patented Oct. 30, 1894.

FIG. 1.

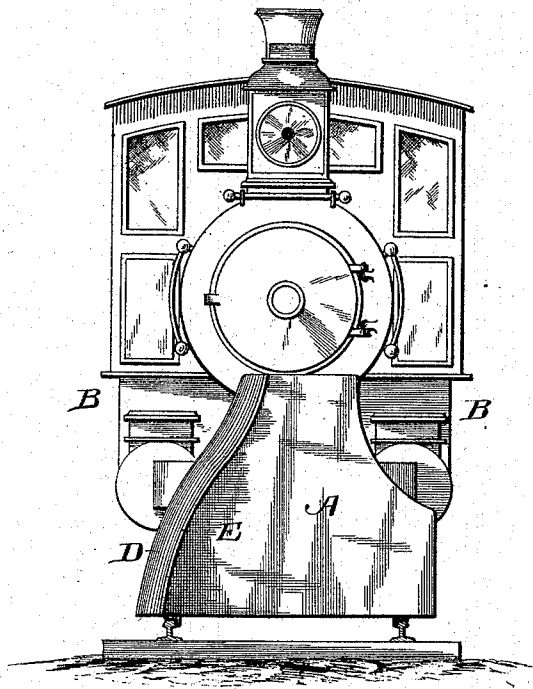


FIG. 2.

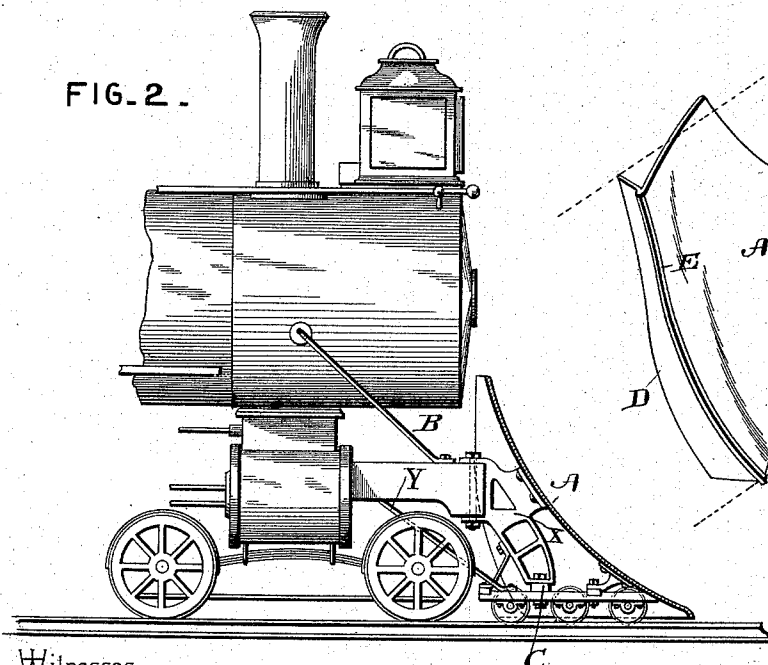
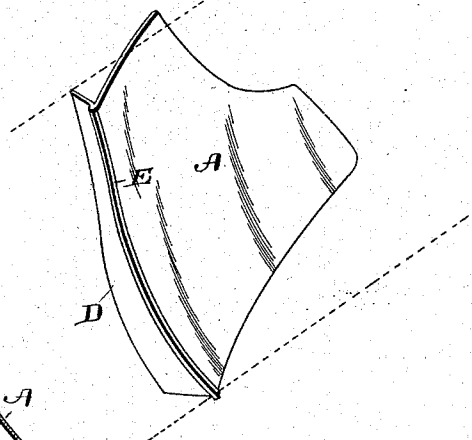


FIG. 3.



Inventor

Witnesses

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UNITED STATES PATENT OFFICE.

JESSE DRAKE, OF JACKSON, MISSISSIPPI.

ENGINE-PILOT.

SPECIFICATION forming part of Letters Patent No. 528,152, dated October 30, 1894.

Application filed December 15, 1893. Serial No. 493,799. (No model.)

To all whom it may concern:

Be it known that I, JESSE DRAKE, a citizen of the United States, residing at Jackson, in the county of Hinds and State of Mississippi, have invented a new and useful Engine-Pilot, of which the following is a specification.

This invention relates to car pilots; and it has for its object to provide an improved car pilot adapted to be used in connection with all kinds of cars, but which is especially adapted for use in connection with locomotive engines in order to provide simple and efficient means for throwing objects off of the track and entirely away from the rails, and also to provide means for avoiding direct collisions or contacts between two trains, so that one or both of the colliding trains will be deflected or directed off to one side of the track and thus avoid the disastrous effects of tele-

scoping. With these and other objects in view which will readily appear as the nature of the invention is better understood, the same consists in the novel construction, combination and arrangement of parts hereinafter more fully described, illustrated and claimed.

In the drawings, Figure 1 is a front view of a locomotive having a pilot attached thereto constructed in accordance with this invention. Fig. 2 is a side elevation of the front portion of a locomotive with my improved pilot attached thereto. Fig. 3 is a detail in perspective of the improved pilot.

Referring to the accompanying drawings, A represents my improved engine or car pilot which is adapted to be securely fastened to the front end of a locomotive engine B, or the front end of street and other cars by any suitable means substantially like those illustrated in the drawings. The said pilot A is preferably constructed of one piece of strong steel so as to be capable of withstanding the work required of it, and in order to properly position the same in advance of the engine or car, it is mounted on one or more wheel trucks C, which travel on the railway track and properly hold the pilot to its work.

The steel pilot A, is adapted to extend diagonally across the track and is provided with a high front side D, projecting slightly beyond one side of one of the track rails, and from which front side the body of the pilot

is curved rearwardly at an angle across the track to complete a substantial mold-board shape, which serves to deflect or direct any object, with which the pilot comes in contact, off to one side of the track. The body of the pilot is also forwardly inclined so as not to present any abrupt portion for an object to come in contact with, and is sufficiently high so as to extend above the bumpers to protect the engine boilers, or in case of attachment to an ordinary car to protect the front end thereof.

The surface of the mold-board shaped steel pilot is perfectly smooth to afford an easy deflection for the object contacted with, or suitable anti-friction rollers may be properly placed on the pilot if found necessary, and at the front high side of the pilot the same is provided with an integral longitudinally disposed guard flange or rib E, which extends from a point at one side of one of the rails of the track, at the lower edge of the pilot, to the upper edge thereof, and serves to prevent railway cars or other objects from being deflected off from the high side of the pilot, and acts in the capacity of a rail continuation to cause such object to follow the curved diagonal shape of the pilot off to the other side of the track.

Now from the foregoing it will be apparent that the improved pilot not only provides means for throwing small objects off to one side of the track, but also provides efficient means for swerving colliding trains or cars off to the sides of the track and thereby reducing the resultant damage to a minimum.

Changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention, and at this point it may be well to observe that besides the employment of strong attaching irons X, substantially like those illustrated in the drawings, for fastening the pilot to the front end of the locomotive engine, strong rearwardly extending braces Y, are attached at one end to the wheel trucks C, of the pilot, and at their other ends to the engine or car truck, so as to firmly brace the pilot and prevent it from yielding to any tendency to be forced inward under the engine or car truck, and it will of course be under-

stood that any other suitable auxiliary devices may supplement those described for additionally strengthening and bracing the pilot attachment.

5 Having thus described the invention, what is claimed, and desired to be secured by Letters Patent, is—

10 1. A wheeled-pilot for engines or cars consisting of an upright smooth steel body forwardly and laterally curved into a substantial mold-board shape so as to extend diagonally across a track, and beyond the rails and provided at the front or advance side thereof with an integral longitudinally dis-
15 posed guard flange or rib extending from the upper to the lower edges thereof, and agreeing with the curvature and disposition of the pilot body from which it projects substantially as set forth.

2. An engine or car pilot adapted to be at- 20
tached to the front end of a locomotive engine or car and disposed diagonally across the track on which the car moves, said pilot having an integral longitudinally disposed guard flange or rib extending from the upper edge thereof 25
to a point at one side of one of the track rails, to form a substantial rail continuation, said flange or rib agreeing with the curvature and disposition of the pilot body substantially as set forth. 30

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JESSE DRAKE.

Witnesses:

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