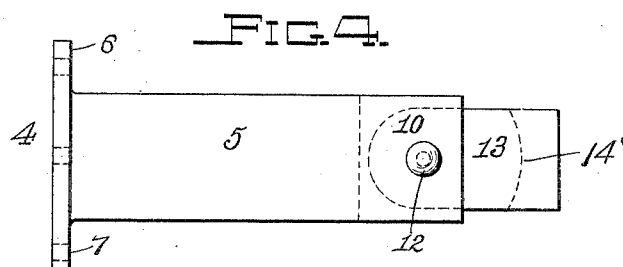
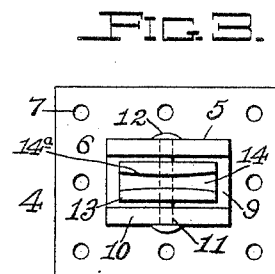
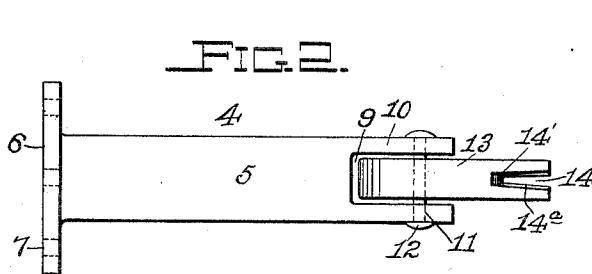
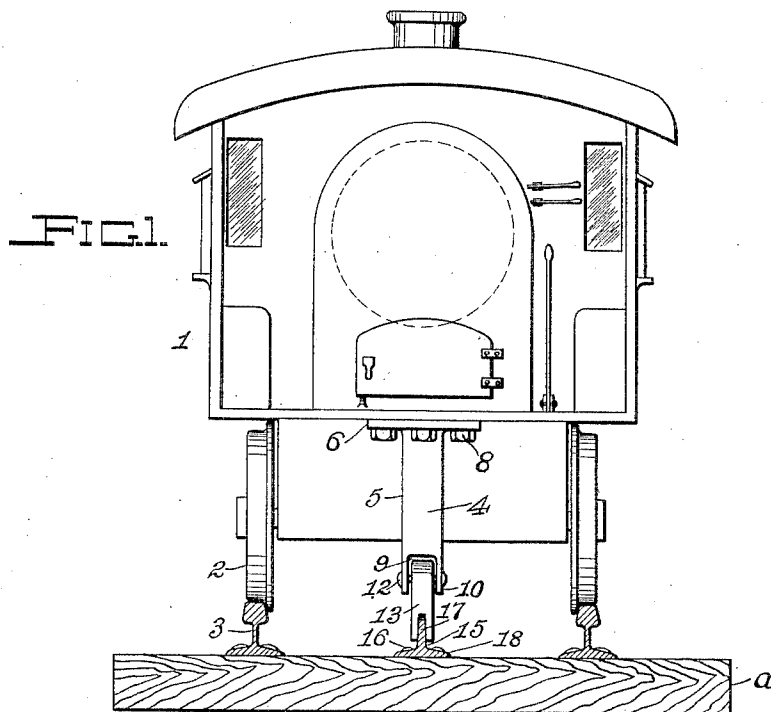


S. KIMELMAN.
SAFETY DEVICE FOR RAILROAD TRAINS.
APPLICATION FILED MAY 9, 1913.

1,068,249.

Patented July 22, 1913.



WITNESSES

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UNITED STATES PATENT OFFICE.

SAMUEL KIMELMAN, OF McKEESPORT, PENNSYLVANIA.

SAFETY DEVICE FOR RAILROAD-TRAINS.

1,068,249.

Specification of Letters Patent.

Patented July 22, 1913.

Application filed May 9, 1913. Serial No. 766,527.

To all whom it may concern:

Be it known that I, SAMUEL KIMELMAN, a citizen of the United States, and a resident of McKeesport, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improvement in Safety Devices for Railroad-Trains; and I do hereby declare the following to be a full, clear, and exact description thereof.

My invention relates to safety devices and has special reference to appliances to railroad trains and street cars for preventing them from leaving the tracks at any time.

The object of my invention is to provide a cheap, simple and efficient form of railroad safety device which can be quickly and conveniently applied to engines, street cars, railroad coaches, etc., and such a device as will prevent any of said engines, street cars, railroad coaches, etc., from leaving the rails.

A further object is to provide such a safety device as will not in any way interfere with the railroad rails or switches and will permit of the trains crossing from one track to another without any inconvenience whatsoever.

My invention consists, generally stated, in the novel arrangement, construction, and combination of parts as hereinafter more specifically set forth and described and particularly pointed out in the claims.

To enable others skilled in the art to which my invention appertains to construct and use my improved safety device I will describe the same more fully, referring to the accompanying drawing, in which:—

Figure 1 is a rear view of an engine showing my improved safety device applied thereto. Fig. 2 is an end view of the safety device. Fig. 3 is a bottom plan view of the same. Fig. 4 is a side view of the same.

Like symbols of reference herein indicate like parts in each of the figures of the drawing.

As illustrated in the drawing, my improved safety device can be applied to an engine and can also be applied to any other railroad rolling stock. Fig. 1 shows the device applied to an engine 1 which is of the ordinary style and which has the regular wheels 2 for traveling on the rails 3. The safety device 4 can be applied at any position on the engine but I prefer that one be located at each end of the engine or coach and one at each end of a tender, etc. The device can be secured to a convenient point

on the bottom of the engine or coach and for this purpose the body 5 of the same is provided with a flange 6 which extends entirely around the same and is provided with holes 7 spaced at suitable intervals for the purpose of receiving bolts 8 which extend into the bottom of the engine or coach.

The body 5 is provided with a groove or slot 9 at the bottom of the same so as to form side walls 10. These side walls 10 are each provided with a hole 11 diametrically opposite each other and adapted to receive a pin or bolt 12 which passes through both of said side walls and through an engaging portion 13 which is included between said side walls. The engaging portion 13 has a groove 14 at the bottom of the same for fitting over a safety rail 15 which is secured to the ties *a* in any suitable manner such as by spikes 16. This groove 14 is convex shaped at its upper end 14' in order to permit of the engaging portion 13 being pressed from its engagement with the rail 15, to allow said portion to swing backward and the side faces 14^a are also curved outwardly toward their ends to prevent any binding on the said rail when the train is going around a curve. This safety rail 15 may be of any suitable shape and size as found convenient but in the drawing it is shown as having a vertical portion 17 which is slightly tapered upward and has a flange 18 at the bottom of the same for connecting such rail to the ties *a*.

The operation of my improved safety device is as follows:—The device is connected to the car or engine 1 as stated so that the groove 14 at the bottom of the engaging portion 13 straddles the vertical portion 17 without any binding or holding onto the same. The operation of the car or engine 1 is thus unaffected in any manner by the attachment of the device to the same and the car or engine will be prevented from leaving the track by reason of the groove 14 of the engaging portion 13 remaining at all times over the rail 15. The engaging portion 13 by reason of its being pivotally connected with the body 5 will not interfere with the crossing of the rails 3 at switches as it will be pressed backward and adjust itself to such a position as is necessary to cross over such rails.

Various modifications and changes in the design, application and construction of my improved safety device may be resorted to

without departing from the spirit of the invention or sacrificing any of its advantages.

What I claim as my invention and desire to secure by Letters Patent is:—

- 5 1. A safety device for cars, comprising a body portion having a flange for securing the same, an engaging portion below said body portion having a slot therein for fitting over a safety rail to prevent the car
10 from leaving the tracks, and pivotal means connecting said body portion and said engaging portion for permitting said engaging portion to cross switches without interfering with the tracks.
- 15 2. A safety device for cars, comprising a

body portion having a flange for securing the same, an engaging portion below said body portion having a convex slot therein for fitting over a safety rail to prevent the car from leaving the tracks, and pivotal 20 means connecting said body portion and said engaging portion for permitting said engaging portion to cross switches without interfering with the tracks.

In testimony whereof, I the said SAMUEL 25 KIMELMAN, have hereunto set my hand.

SAMUEL KIMELMAN.

Witnesses:

T. B. HUMPHRIES,

J. N. COOKE.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."