(No Model.)

# C. H. SHERWOOD.

## FLANGER GUARD RAIL.

No. 526,873. Patented Oct. 2, 1894.

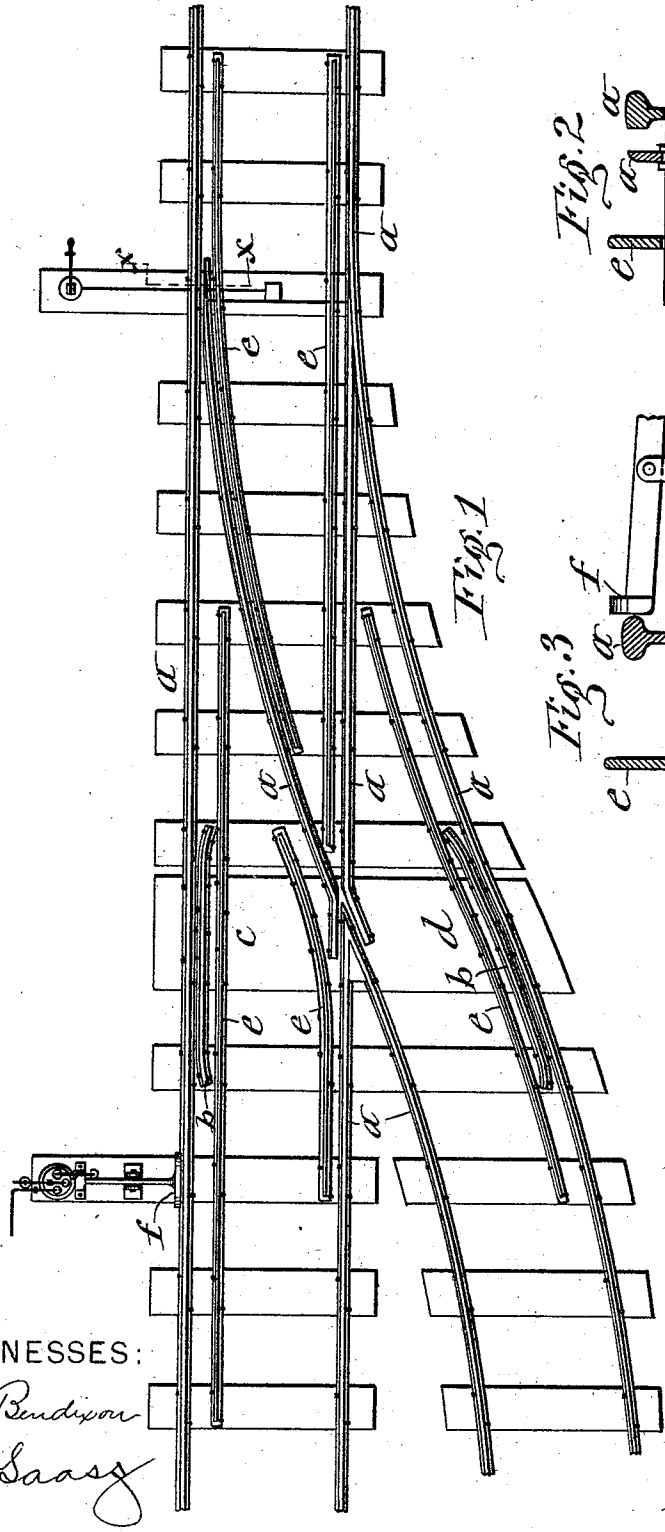


Fig. 1.



Fig. 2.



Fig. 3.

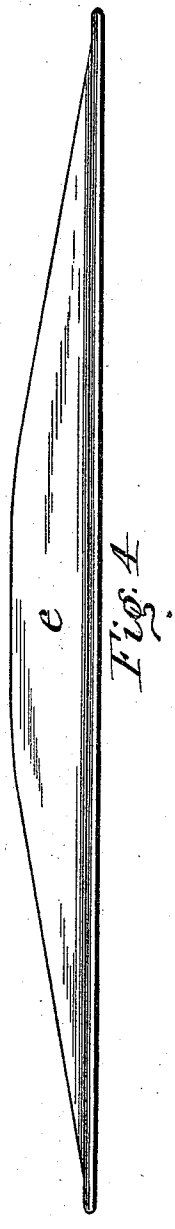


Fig. 4.

WITNESSES:

E. L. Bendixon

J. J. Saassy

INVENTOR:

Charles H. Sherwood

By E. Laass

his ATTORNEY.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

# UNITED STATES PATENT OFFICE.

CHARLES H. SHERWOOD, OF UTICA, ASSIGNOR OF ONE-HALF TO HENRY C. LYMAN, OF SHERBURNE, NEW YORK.

## FLANGER GUARD-RAIL.

SPECIFICATION forming part of Letters Patent No. 526,873, dated October 2, 1894.

Application filed March 7, 1894. Serial No. 502,631. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES H. SHERWOOD, of Utica, in the county of Oneida, in the State of New York, have invented new and useful Improvements in Railway Guard-Rails, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

This invention relates to guard-rails specially designed for protecting the scraper-blade of the so-called flanger, which is employed on railways for the purpose of scraping ice and sleet from the heads of the track-rails. Said scraper-blade is attached either to an engine or a car propelled along the railway and held in contact with the heads of the track-rails and is thus liable to be broken by coming in contact with the ends of crossing-frogs and the ends of the usual guard-rails and also with instruments placed at the side of the track-rail for operating signals and other purposes.

The object of this invention is to guard against the aforesaid accidents, and to that end the invention consists in the combination with the track-rail, of a flanger guard-rail extending along the side of the track-rail and rising gradually from opposite ends to the center to an elevation above the track-rail as hereinafter more fully described and specifically set forth in the claim.

In the annexed drawings Figure 1 is a plan view of a railway-switch provided with my improved guard-rail. Fig. 2 is an enlarged transverse section on line —X—X— in Fig. 1. Fig. 3 is a transverse section of the aforesaid guard-rail as employed for protecting a track-instrument and Fig. 4 is a side view of said guard-rail.

—*a*— denotes the track-rail and —*b*— the usual guard-rail employed at switches and frogs as shown respectively at —*c*— and —*d*—.

—*e*— represents my improved flanger guard-rail which is placed along the side of the track-rail at the frog —*d*— and also at a track-instrument —*f*— which may be employed for operating a signal or for other purposes. Said guard-rail is separate and independent of the track-rail and sufficiently distant therefrom to permit free passage of the wheel-flanges between them. Said flanger guard-rail extends beyond the ends of the usual guard-rail —*b*— or in opposite directions from the frog —*d*— and track-instrument —*f*— a sufficient distance to prevent the so-called flanger from engaging said rail —*b*—, frog —*d*— and instrument —*f*—.

The ends of the flanger guard-rail —*e*— are lower than the top of the track-rail so as to insure the mounting of the approaching flanger upon said guard-rail. This rail rises from its ends to its center to an elevation above the track-rail sufficiently to raise the flanger so as to prevent it from engaging either the ends of the guard-rail —*b*— or point of the frog —*d*— or track-instrument —*f*— and thus protect the flanger from being broken by contact with said parts.

What I claim as my invention is—

The described flanger-guard consisting of the rail rigidly secured along the side of the track-rail and having the top of its ends lower than the tops of the track-rail and rising gradually to the center of its length to an elevation above the track-rail to gradually lift the flanger from said rail and then allow it to descend to the rail to scrape the same as set forth.

In testimony whereof I have hereunto signed my name this 25th day of January, 1894.

CHARLES H. SHERWOOD. [L. S.]

Witnesses:
D. L. ATKYNS,
IDA P. LYMAN.