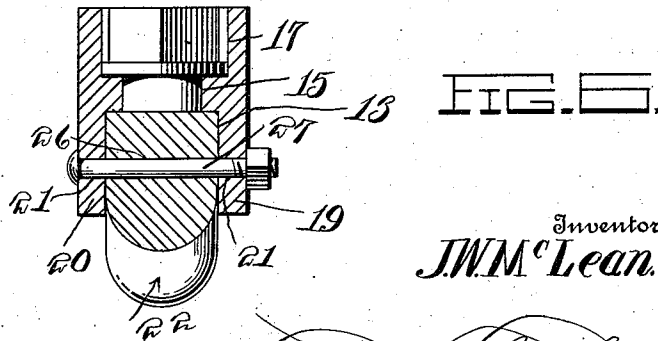
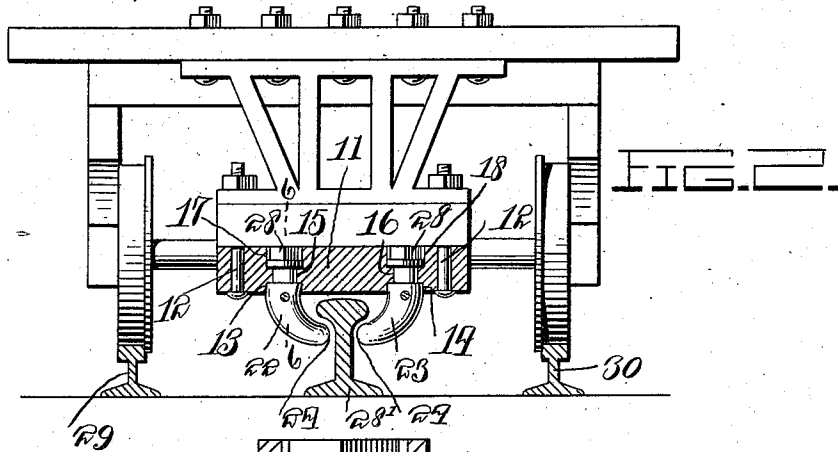
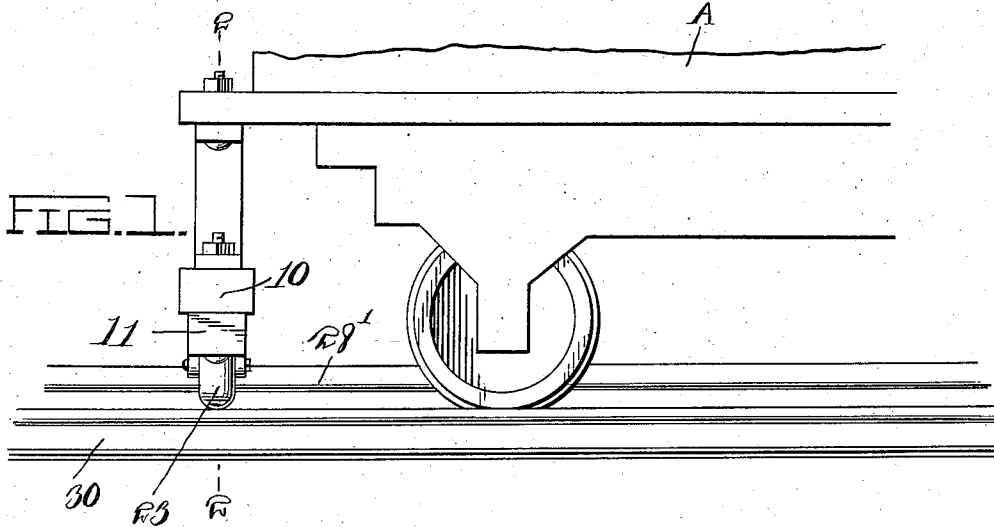


J. W. McLEAN.
 DERAILMENT PREVENTER.
 APPLICATION FILED OCT. 9, 1911.

1,028,585.

Patented June 4, 1912.

2 SHEETS—SHEET 1.



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2 SHEETS—SHEET 2.

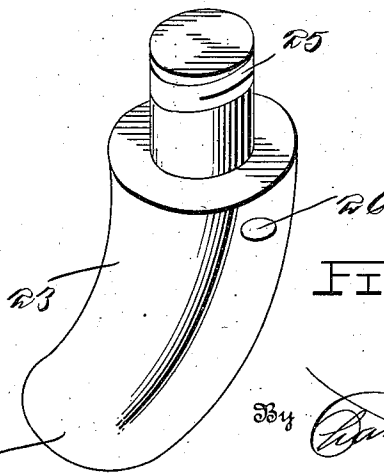
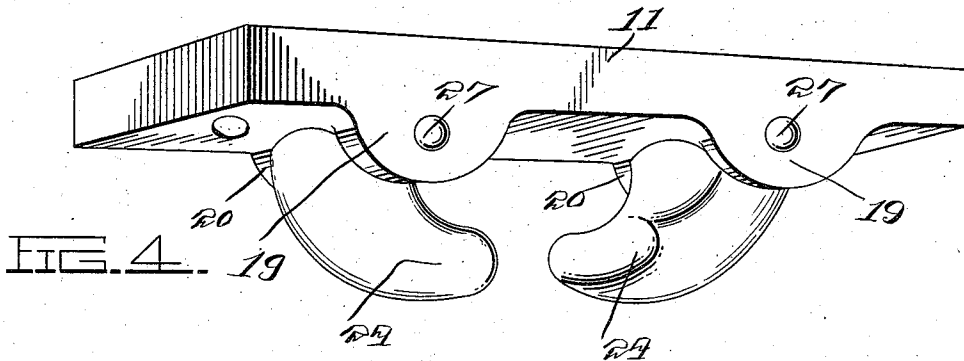
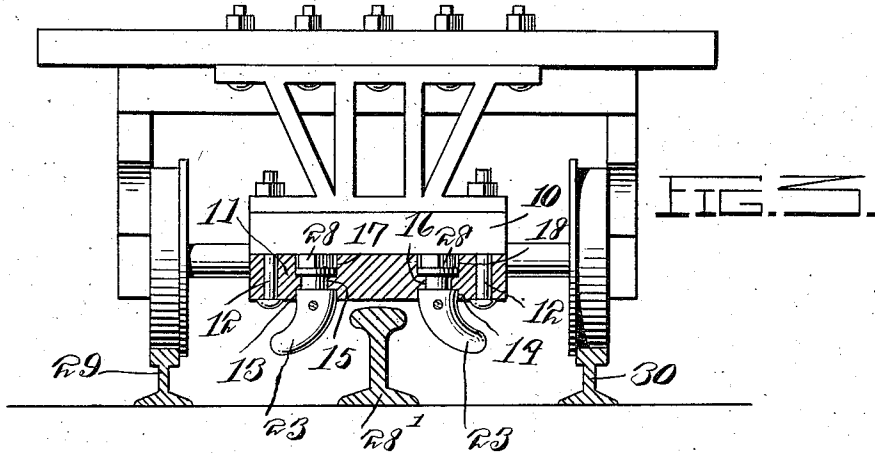


FIG. 5. Inventor
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UNITED STATES PATENT OFFICE.

JOSEPH W. McLEAN, OF TUCSON, ARIZONA.

DERAILMENT-PREVENTER.

1,028,585.

Specification of Letters Patent.

Patented June 4, 1912.

Application filed October 9, 1911. Serial No. 653,554.

To all whom it may concern:

Be it known that I, JOSEPH W. McLEAN, a citizen of the United States, residing at Tucson, in the county of Pima, State of Arizona, have invented certain new and useful Improvements in Derailment-Preventers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to derailment preventers.

The object of the invention resides in the provision of a device of the character referred to capable of being attached to any locomotive or railroad car, and which will grasp a third rail beneath the tread thereof and thus prevent the derailment of the locomotive or car as the case may be.

A further object of the invention resides in the provision of a device of the character named in which the grasping shoes or element of the device may be easily and quickly moved out of operative relation to the third rail when occasion demands.

With the above and other objects in view, the invention consists in the details of construction and in the arrangement and combination of parts to be hereinafter more fully described and particularly pointed out in the appended claims.

In describing the invention in detail, reference will be had to the accompanying drawings wherein like characters of reference denote corresponding parts in the several views, and in which—

Figure 1, is a fragmental side elevation of a car having the derailment preventer associated therewith, Fig. 2, a section on the line 2—2 of Fig. 1 with certain parts shown in elevation, Fig. 3, a view similar to Fig. 2 with the derailment preventer shown out of operative relation to the third rail, Fig. 4, a detail perspective view of the derailment preventer detached, Fig. 5, a detail perspective view of one of the grasping shoes of the device, and Fig. 6, a section on the line 6—6 of Fig. 2.

Referring to the drawings A indicates a railway car which in general may be of the ordinary or any approved construction. Suspended from the car A and extending beneath same transversely thereof is a beam 10. The derailment preventer proper is

shown as comprising a body portion 11 which is secured to the beam 10 by means of bolts 12 extending through each end of said body portion and through the beam 10. This body portion 11 is provided with a pair of vertical openings 13 and 14 disposed in spaced relation to each other, said openings having their upper portions reduced as at 15 and 16 and their extreme upper ends again enlarged as at 17 and 18 respectively. Formed on the lower face of the body 11 at the front and rear of the openings 13 and 14 respectively are spaced ears 19 and 29, the inner faces of which form continuations of the walls of the openings 13 and 14. Each pair of ears 19 and 20 is provided with alined openings 21 for a purpose that will presently appear. Disposed in the openings 13 and 14 respectively are grasping shoes 22 and 23 respectively. Each of these shoes has its lower end curved laterally as at 24 while the upper end thereof is reduced and threaded as at 25, said upper end being adapted to fit snugly for rotation in respective reduced portions 15 and 16 of the openings 13 and 14, while the part of the shoes 22 and 23 adjacent the reduced portion 25 fits snugly for rotation in the lower large end of respective openings 13 and 14. The shoes 22 and 23 are provided respectively adjacent their reduced portions with a transverse opening 26 adapted to aline with the openings 21 and 22 of respective ears 19 and 20. Passed through alined openings 21, 26 and 22 are bolts 27 whereby the shoes are held against relative rotation with respect to the body 11. Threaded on the reduced portion 25 of the respective shoes 22 and 23 are nuts 28 which seat in the enlarged portions 17 and 18 respectively at the upper end of respective openings 13 and 14, said nuts serving to hold the shoes 22 and 23 against detachment from the body 10 when the bolts 27 are withdrawn.

In use a third rail 28 is disposed between the rails 29 and 30 upon which latter the wheels of the car A travel. When the shoes 22 and 23 are in operative relation with respect to the tread of the third rail 28 the laterally curved lower ends of said shoes are disposed in opposition so as to grasp the tread of the rail 28 and when said shoes are in this relation the bolts 27 are applied to lock the shoes against relative rotation with respect to the body 11. When the shoes 22

and 23 are thus positioned it will be apparent that they will effectually prevent derailment of the car A owing to their engagement with the tread of the rail 28. When it is desired to throw the shoes out of operative relation to the rail 28 the bolts 27 are removed and the shoes rotated to the position shown in Fig. 3, and the bolts 27 then reapplied to lock the shoes against rotation.

What is claimed is:

1. The combination with a wheeled car, of a derailment preventer supported beneath said car, said derailment preventer comprising a body, a pair of grasping shoes depending from said body and rotatably supported by the latter, said shoes having their lower ends curved laterally and disposed toward each other when in active position, means for locking said shoes against rotation, and a third rail having

its tread received between said shoes above the lower ends of the latter.

2. A derailment preventer comprising a body portion provided with means for attachment beneath a car body, said body portion being provided with spaced vertical openings therethrough, depending ears carried by the body portion and disposed respectively on opposite sides of said openings, grasping shoes rotatably mounted in said openings respectively and having their lower ends curved laterally, and detachable bolts passing through the ears adjacent each opening and through respective shoes to secure the latter against rotation.

In testimony whereof, I affix my signature, in presence of two witnesses.

JOSEPH W. McLEAN.

Witnesses:

OZRO A. HASKIN,
RAFAEL P. PEYRON.

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