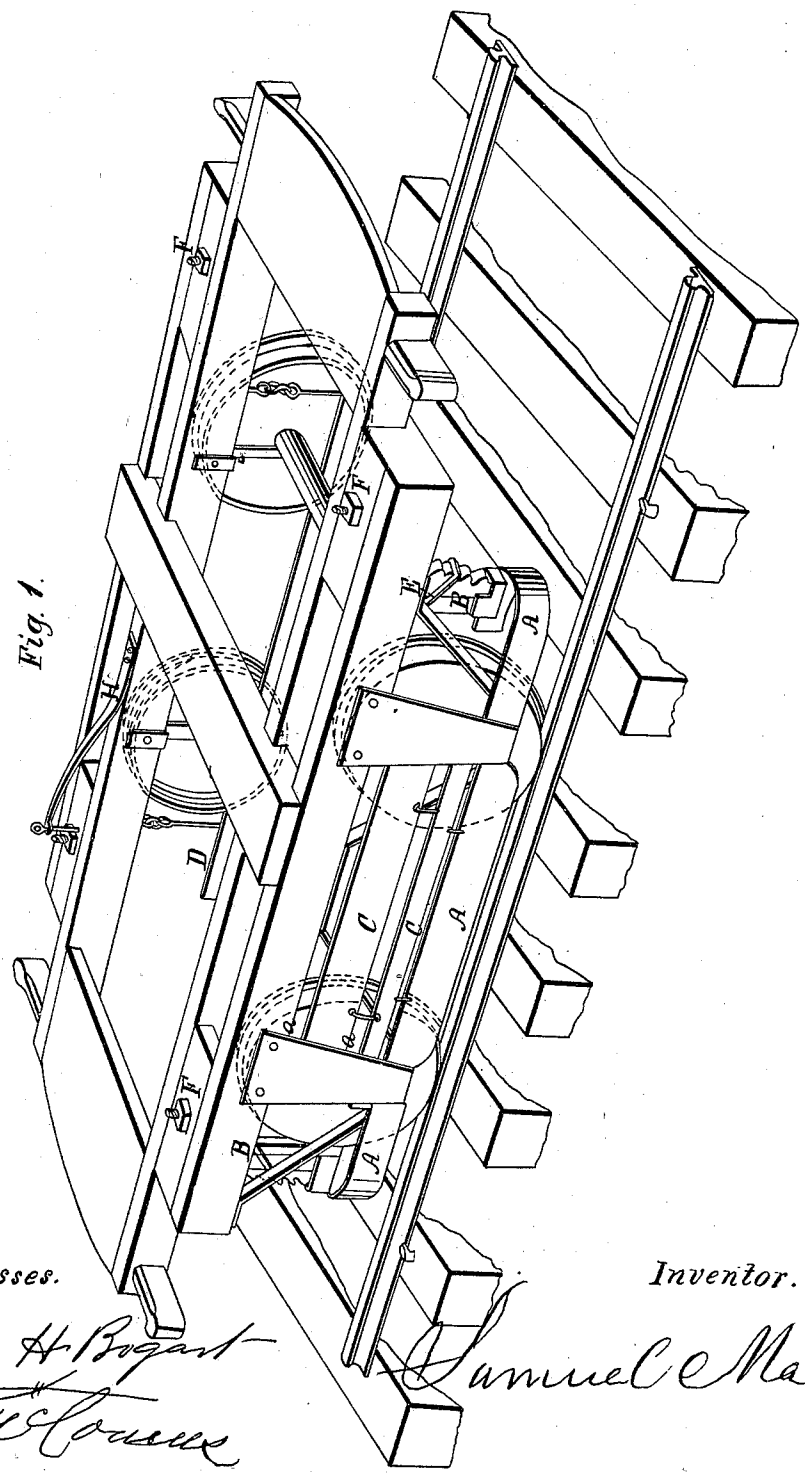
2 Sheets—Sheet 1.

S. MALES.

SAFETY GUARD FOR RAILWAY CARS.

No. 65,582. Patented June 11, 1867.

Fig. 1.



Witnesses.

John H. Bogart

Geo. R. McCowen

Inventor.

Samuel C. Males

2 Sheets—Sheet 2.

S. MALES.

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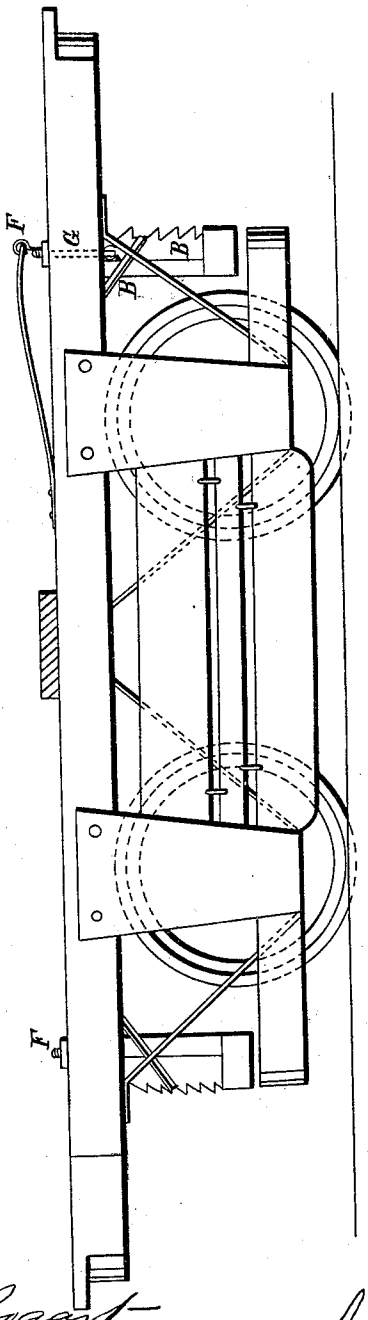

Fig. 2.

Witnesses.

John H. Bogart

Wm. R. McCoueu

Inventor.

Samuel Males

United States Patent Office.

SAMUEL MALES, OF CINCINNATI, OHIO.

Letters Patent No. 65,582, *dated June* 11, 1867

IMPROVED SAFETY-GUARD FOR RAILWAY 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, SAMUEL MALES, of the city of Cincinnati, county of Hamilton, and State of Ohio, have invented a new and useful device as a Guard for Car-Wheels; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings making a part of this specification.

Figure 1 is a perspective view of a car truck with apparatus attached; letter A representing the adjustable guard B, the apparatus for holding up the guard in case of the same being raised should the car-wheels run off the track.

Figure 2 is a side view or elevation.

To enable others to make and use my invention, I will proceed to describe its construction and operation.

I make a casing for the wheels, as shown in fig. 1, A A A, extending around and in front of the wheel, and along the sides and around the rear of the wheel, of any material desired. This is so shaped that it will readily push off any obstruction upon the track. Having thrown the obstruction from in front of the first wheel it is prevented from falling under the second by the guard A C C extending along the side. Should the obstruction be thrown from the front of the wheel to the inside of the track or between the wheels, it will be prevented from falling under the wheel by the inner guard D. In order to prevent breaking the guard by the weight of the car coming upon it when the wheels are thrown from the track the ratchet-bar B admits of its sliding up, and the catch E holding it in that position until the wheels are again placed upon the track, when, by raising the catch, the guard A drops to its original position. To regulate the distance at which the guard is carried above the track, I suspend the ratchet-bar to an eye-bolt and link, fig. 2, G, its equivalent, on the upper end of which bolt is cut a screw-thread with nut F fitting, by which this distance is regulated. The middle section of the guard A C C is composed of one or more strips extending from the front to the rear axle of the truck, the ends secured by working in slides or grooves A A, which admit of their sliding up in case of the wheels being thrown off the track and the strips coming in contact with the ground. These strips may be either connected with the guards at the front or rear, or both, if desired, or may be constructed separately, as described. In order to facilitate the raising of the guard, I use a spring, H, or any other device that will act as a counterbalance to the weight of the guard. The inside guard D is simply one or more strips of wood or metal suspended on the inside of the wheels, and extending from the front to the rear guard.

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

1. The adjustable guard made in sections encasing the wheels, substantially as and for the purpose set forth.

2. The arrangement of ratchet-bar, catch, links, bolts, nuts, and springs, which admit of the perpendicular adjustment of the guard, substantially as described.

In testimony of which invention I herewith set my hand.

SAMUEL MALES.

Witnesses:

E. G. HALL,

WM. R. MCCOMAS.