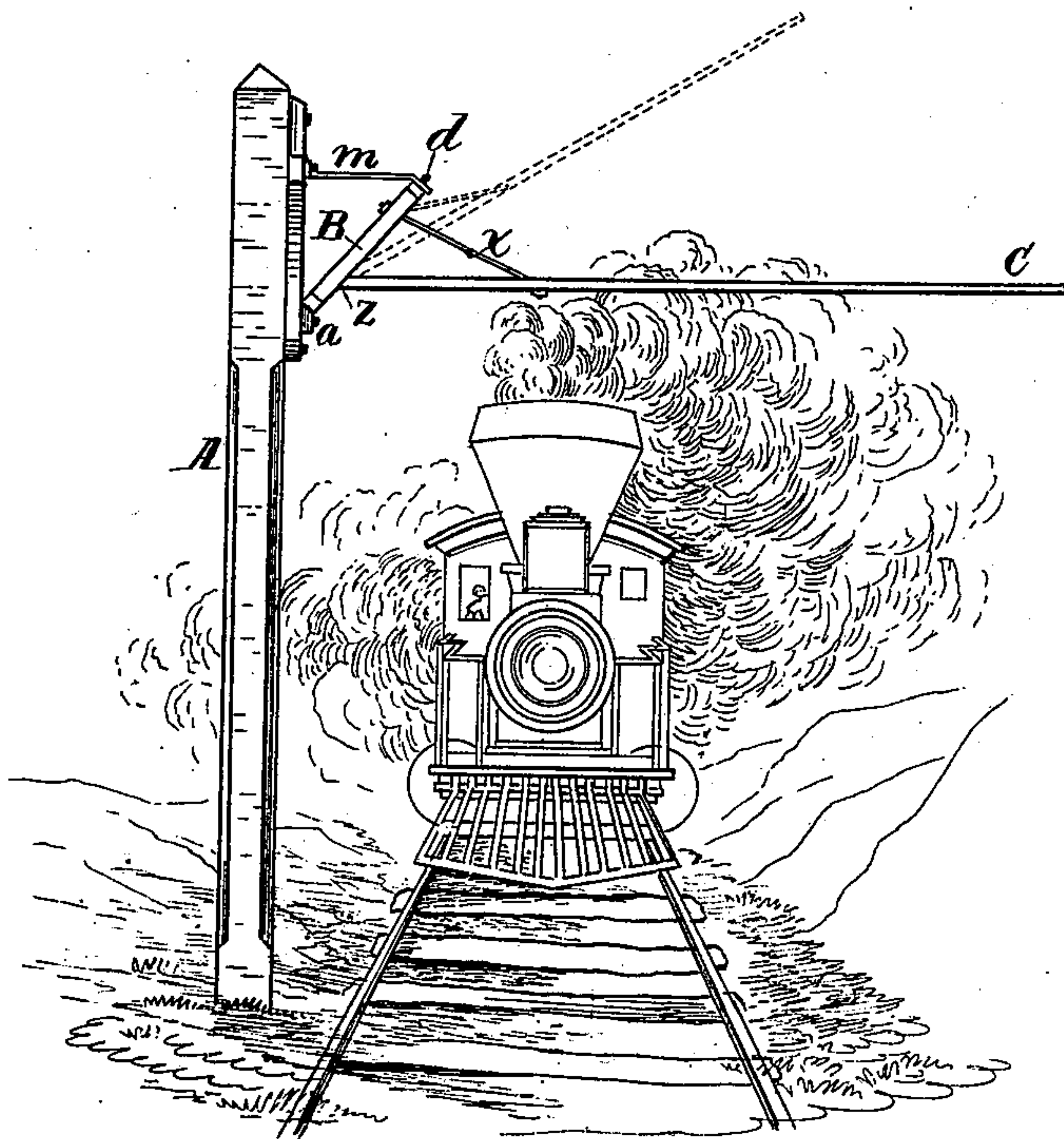


(No Model.)

P. WALLING.  
Bridge-Guard.

No. 227,664.

Patented May 18, 1880.



Witnesses:  
James M. Palmer  
Wm. H. Diehl

Inventor:  
Peter Walling  
Per C. A. Shaw  
Atty.

# UNITED STATES PATENT OFFICE.

PETER WALLING, OF SALEM, MASSACHUSETTS.

## BRIDGE-GUARD.

SPECIFICATION forming part of Letters Patent No. 227,664, dated May 18, 1880.

Application filed March 22, 1880. (No model.)

*To all whom it may concern:*

Be it known that I, PETER WALLING, of Salem, in the county of Essex, State of Massachusetts, have invented a certain new and useful Improvement in Bridge-Guards, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which my invention appertains to make and use the same, reference being made to the accompanying drawing, forming a part of this specification, in which the figure is a view showing the guard in use.

My invention relates to that class of bridge-guards which are employed on railroads to prevent the train-men stationed on moving freight-trains from receiving injury by coming into contact with overhead bridges; and it consists in a novel construction and arrangement of parts, as hereinafter fully set forth and claimed, by which a simpler, cheaper, and more effective device of this character is produced than is now in ordinary use.

In the drawing, A represents the post or support, B the axle, and C the bar.

The axle is arranged in an inclined position at an angle of about forty-five degrees to the post A, being pivoted or journaled at its lower end in the step *a*, and at its upper end, at *d*, in the outer end of the bracket or brace *m*.

The bar C is arranged to extend horizontally over the track of the railroad, and has one of its ends firmly secured at *z* in the axle

B, being also provided with the brace *x* to assist in its support.

From the nature of the invention and the above description it will be understood that in the use of my improvement the post A is placed at the usual distance from the bridge, the bar being disposed at right angles to the track and at a proper distance above the same to clear the engine, but sufficiently low to strike a man stationed on the top of a car, and thus give him timely warning of the approach of the train to the bridge.

The inclination of the axle B to the post A causes the bar C to swing with a pendulous motion, or its outer end to be elevated, as shown by the dotted lines, when the bar is moved in either direction from its lowest or proper position over the track, and to gravitate or return automatically to its proper position after having been moved or swung out of the same, thus readjusting itself, as will be readily understood by all conversant with such matters without a more explicit description.

Having thus explained my invention, what I claim is—

In an overhead bridge-guard, the combination of the post A, inclined axle B, and horizontal bar C, arranged to operate substantially as and for the purpose specified.

PETER WALLING.

Witnesses:

C. A. SHAW,  
JAMES M. PALMER.