

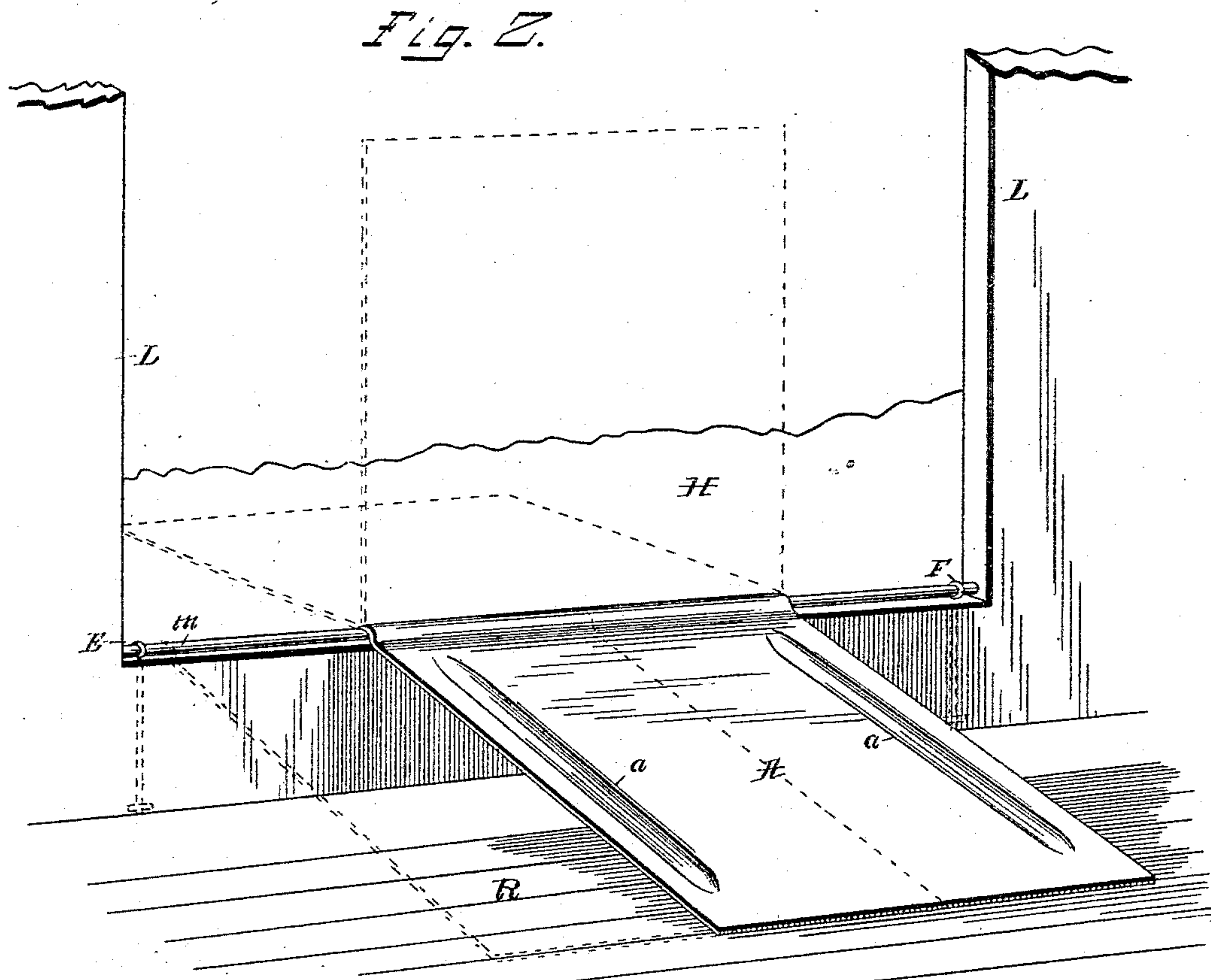
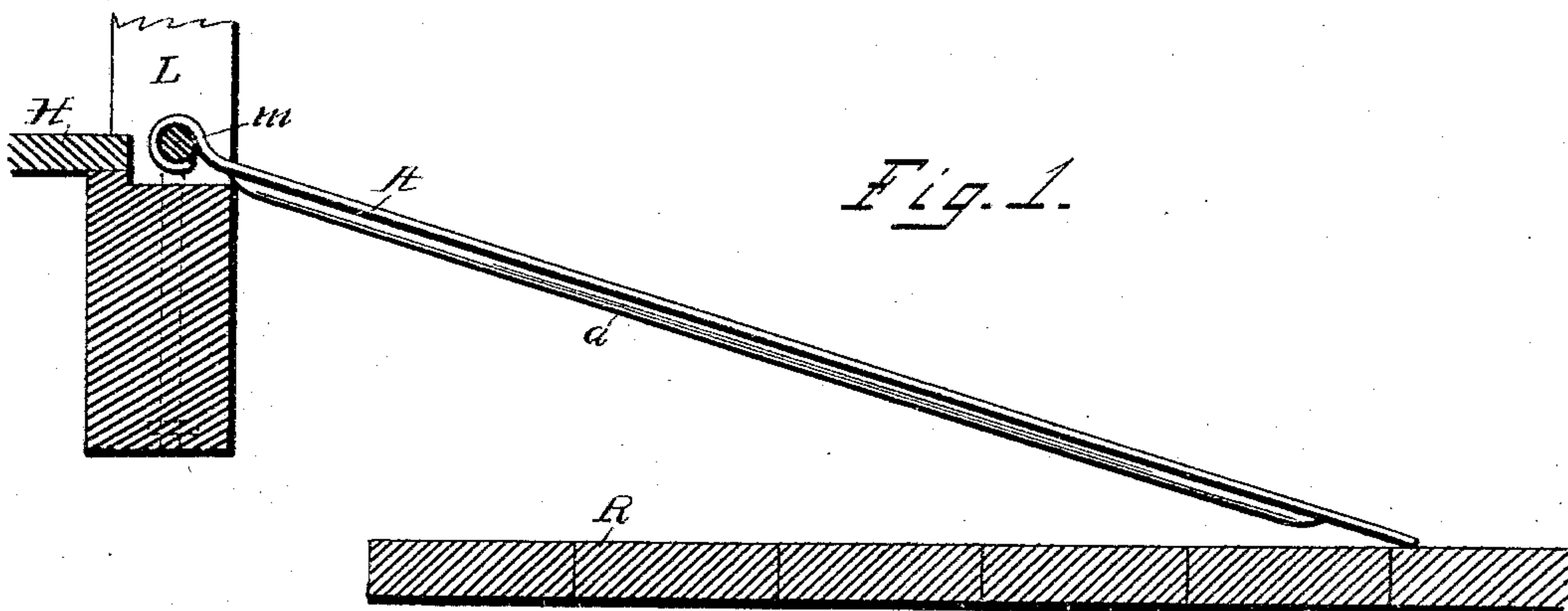
(No Model.)

T. B. LIVINGSTON & J. L. SMITH.

CAR PLATFORM.

No. 369,292.

Patented Aug. 30, 1887.



Witnesses.  
M. A. Barnes.  
Van Buren Hillyard.

Inventors.  
Taliaferro B. Livingston  
John L. Smith  
by R. S. & A. Lacey Attys.



# UNITED STATES PATENT OFFICE.

TALIAFERRO B. LIVINGSTON AND JOHN LINFORD SMITH, OF FERNANDINA,  
FLORIDA.

## CAR-PLATFORM.

SPECIFICATION forming part of Letters Patent No. 369,292, dated August 30, 1887.

Application filed May 4, 1887. Serial No. 237,121. (No model.)

*To all whom it may concern:*

Be it known that we, TALIAFERRO B. LIVINGSTON and JOHN LINFORD SMITH, citizens of the United States, residing at Fernandina, in the county of Nassau and State of Florida, have invented certain new and useful Improvements in Gangway Attachments for Cars; and we do 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to gangway attachments for stock and freight cars, and has for its object to combine with such cars a gangway which is hinged at its inner end to the car and can be readily adjusted laterally to accommodate its position to the doorway and the freight, to facilitate the handling of the latter, and which can be quickly folded and unfolded.

The improvement consists in a gangway hinged at its inner end to a rod extended between the jambs of the doorway and adapted to slide upon the same, and which is made of heavy plate-iron spun along each edge for giving strength thereto, and in the novel details of construction which we will now proceed to describe, referring by letters to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a sectional detail view of a portion of a car and a side platform, showing the gangway in position for use; Fig. 2, a perspective detail view showing the gangway unfolded by full lines and folded by dotted lines.

The car is of the ordinary type of freight or stock cars, and has the doorway in its sides, which in this case is comprised between the jambs L. The rod *m*, extended between the jambs and seated in the rabbet *p* in the sill *P*, so as to be about on a level with the floor *H* of the car, is secured at each end by the eye-bolts *E* and *F*.

The gangway *A* is hinged at its inner end to the rod *m*, so as to turn about the same as an axis and slide upon it laterally, to accommodate the gangway to any position between the jambs of the doorway to suit the convenience of loading and unloading freight. It

is preferably made of heavy plate-iron, and one edge is bent around the rod, as most clearly shown in Fig. 1, and forms the hinge-connection between the gangway and the rod, and its sides are spun, forming the ribs *a*, which strengthen and stiffen it.

In practice the gangway, which has a positive connection with the car, can be folded back upon the floor of the car or vertically against the freight when out of use, as shown by dotted lines in Fig. 2; but when required for use it is unfolded and its outer end rests upon the side platform, *R*. If the freight is located to one side or the other of the door, and it would facilitate the loading and unloading to have the gangway adjusted laterally, the same can be readily accomplished.

The gangway, when folded vertically, serves as a supplemental door, and will prevent the accidental displacement of freight.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

1. The combination, with the car, of the gangway hinged thereto at its inner end and adjustable laterally, substantially as and for the purpose described.

2. The combination, with the car and the rod, of the gangway of plate metal, having one edge bent about the rod and adapted to slide longitudinally thereon, substantially as and for the purpose set forth.

3. The combination, with the car provided with the doorway and the rod extended between the door and jambs and seated in a rabbet in the sill and held thereto by eye-bolts, of the gangway hinged to and adapted to slide upon the rod, substantially as described.

4. The combination, with the car having a doorway and the rod extended between the door-jambs, of the gangway composed of plate metal spun near each edge to form strengthening-ribs and having one end bent about the rod, substantially as and for the purpose described.

In testimony whereof we affix our signatures in presence of two witnesses.

TALIAFERRO B. LIVINGSTON.  
JOHN LINFORD SMITH.

Witnesses:

CHAS. G. MANN,  
J. A. ELLERMANN.