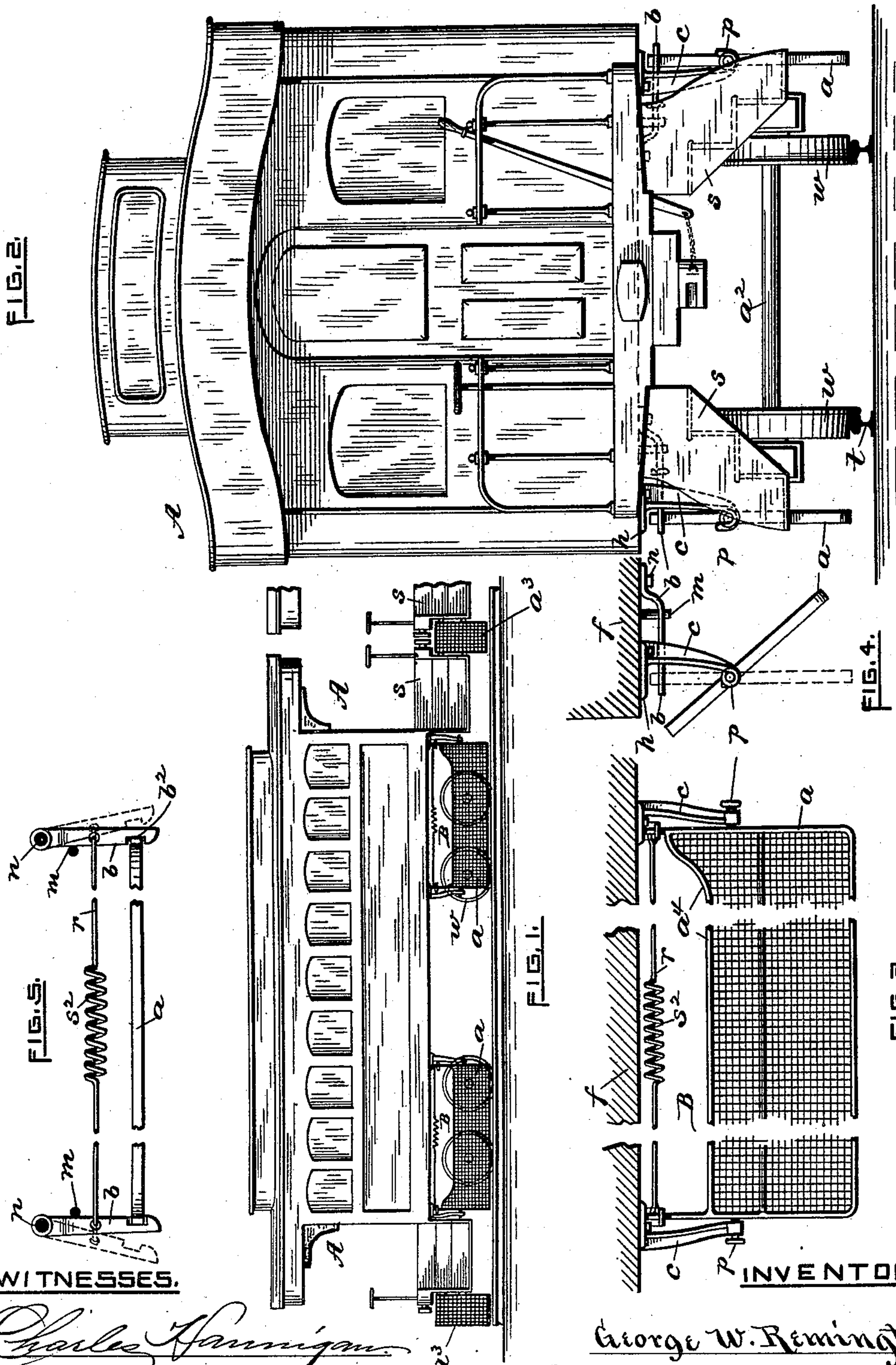


(No Model.)

G. W. REMINGTON.
SAFETY GUARD FOR RAILWAY CARS.

No. 401,068.

Patented Apr. 9, 1889.



WITNESSES.

Charles Farnigan.

Charles H. Remington.

George W. Remington

by Remington & Henthorn

Atty's.

UNITED STATES PATENT OFFICE.

GEORGE W. REMINGTON, OF EXETER, RHODE ISLAND, ASSIGNOR OF ONE-HALF TO THOMAS G. HUNT, OF SAME PLACE.

SAFETY-GUARD FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 401,068, dated April 9, 1889.

Application filed August 21, 1888. Serial No. 283,325. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. REMINGTON, a citizen of the United States, residing at Exeter, in the county of Washington and State of Rhode Island, have invented certain new and useful Improvements in Safety-Guards for Railroad-Cars; 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, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

My invention relates to safety appliances for railroad-cars; and it consists, essentially, of a guard arranged to be secured to the side of the car contiguous to the platform-steps and in front of the "truck" and axles.

The object of my invention is to provide railroad-cars with a safety-guard so constructed and arranged that in case a person accidentally falls off the steps or misses them in attempting to board a moving train the guard acts to force the person aside and outwardly from the track, thereby preventing injury which otherwise might result in loss of life.

Another advantage of my invention is that the guard scarcely interferes with a free inspection of the journal-boxes and wheels. The guard may be readily detached from the car when necessary, or swung to one side, yet when in use being comparatively rigid both longitudinally and vertically.

In the accompanying sheet of drawings, Figure 1 represents a perspective view of a railroad passenger-car provided with my safety-guard. Fig. 2 is an end view thereof, enlarged. Fig. 3 is a front view of the guard, a portion of the car-floor being in section. Fig. 4 is an end view, and Fig. 5 is a plan view, of the guard and catches.

The following is a more detailed description of the invention, including the manner of its construction, arrangement, and use.

A, referring to the drawings, designates a car as a whole provided with the safety-guards.

B indicates the guard itself as a whole. *a* is the screen or fender, supported at each end

by a headed pintle or journal, *p*, which in turn are mounted in frames *c*, secured to the under side of the car-floor *f*. A lever or latch, *b*, is pivoted to the car at *n* above and near each end of the guard. The free ends of the levers are well rounded and are provided with notches *b*², into and by which the guard is maintained in a vertical position. A spring-connection, *r*, acts to automatically close the levers *b*, stops *m* serving to limit the movement thereof.

It will be seen, referring to the drawings, that the front hanger or frame, *c*, is located in close proximity to the rear end of the car-steps *s*. The guard *a* is readily dropped into the open bearings of the frames, the guard when in its vertical or normal position being prevented from lifting by reason of its engagement with the plates *h*, as clearly shown in Fig. 2. The under side of the guard is practically about on a line with the top of the rails *t*, or even below them, if necessary, the front side of the guard being substantially flush with the edge of the lower step of the car, thereby allowing considerable space between the rear side of the guard and the axle-boxes. In order to render the boxes more accessible, I prefer to cut away a portion of the upper edge of the guard, as shown at *a*⁴, Fig. 3. In case, however, it is desirable to remove the guard from the bearings, it is only necessary to swing the levers *b* outwardly, (see dotted lines, Fig. 5,) then vibrate the guard, as shown in Fig. 4, after which it may be readily lifted out.

In order to close the space lying between the steps of two coupled cars, a smaller guard or flexible netting, *a*³, is introduced, as shown in Fig. 1. This guard, however, is necessarily collapsible in order to automatically accommodate itself to the curves of the road. By this arrangement it is obvious that it is practically impossible for a person to sustain serious injury by the car-wheels.

The main guard *a* may be composed of strong wire-netting mounted in an iron frame, or it may be made of sheet metal or wood even, as may be most desirable. I prefer, however, to use wire-netting or perforated sheet metal for the purpose.

It is obvious that my improvement is equally applicable to street or tramway cars without departing from the spirit of the invention.

5 I claim as my invention—

1. The safety-guard hereinbefore described, consisting of hangers or supports secured to the car, the guard *a*, journaled in said hangers, and the spring-actuated catch arranged
10 to hold the guard in a vertical or normal position.

2. The combination, with a car, of the pivotally-mounted guard *a* and the spring-connected latches *b*, adapted to retain the guard
15 in position, all constructed, arranged, and operating substantially as shown and described, and for the purpose set forth.

3. In a safety attachment of the class here-

inbefore described, the combination therewith of the pivotally-mounted guard *a*, having its upper portion cut away, as at *a*⁴, substantially as shown and described, and for the purpose set forth. 20

4. The combination, with a railroad-car, of the pivotally-mounted spring-locking guard 25 *a*, mounted in front of the car-wheels, and a flexible guard, *a*³, attached to the forward end of the car, substantially as shown and described.

In testimony whereof I have affixed my signature in presence of two witnesses. 30

GEORGE W. REMINGTON.

Witnesses:

CHARLES HANNIGAN,
GEO. H. REMINGTON.