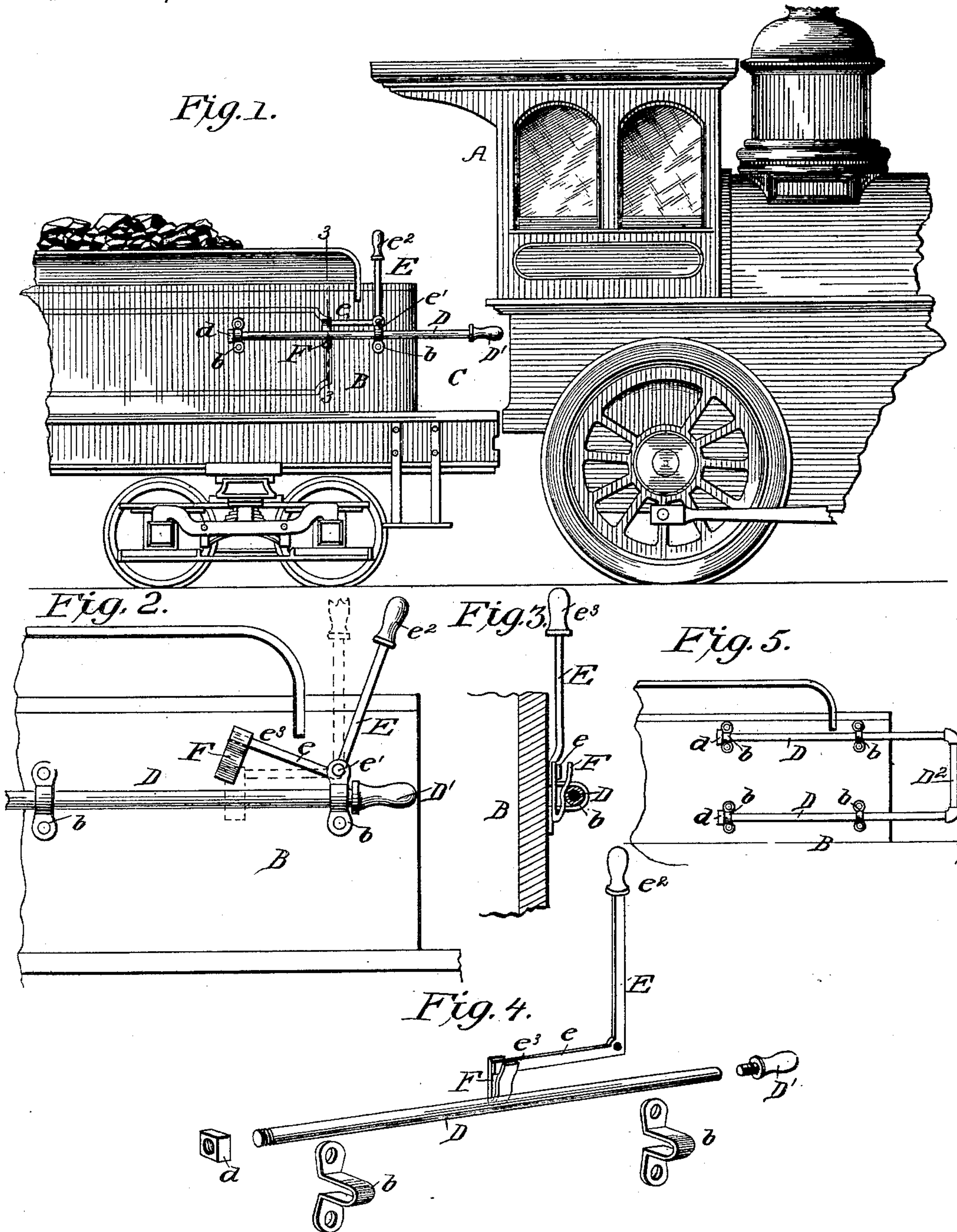


(No Model.)

J. A. WOODMANSEE.
GUARD RAIL FOR LOCOMOTIVES.

No. 424,697.

Patented Apr. 1, 1890.



WITNESSES:
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JOSEPH A. WOODMANSEE, OF NEW VIENNA, OHIO.

GUARD-RAIL FOR LOCOMOTIVES.

SPECIFICATION forming part of Letters Patent No. 424,697, dated April 1, 1890.

Application filed February 15, 1890. Serial No. 340,640. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH A. WOODMANSEE, residing at New Vienna, in the county of Clinton and State of Ohio, have invented
5 a certain new and useful Safety Guard-Rails for Locomotives, of which the following is a specification.

My invention has for its object to provide
10 a simple and effective guard-rail for locomotives, arranged to be placed over the entrance-space between the tender and the cab, to prevent the fireman or engineer accidentally falling off the locomotive while in motion.

To this end my invention consists in providing a rail held to slide in suitably-arranged
15 keepers on the sides of the tender in such a manner that the same can be quickly drawn forward across the entrance-opening between the cab and tender.

It also consists in providing a suitable restraining device which can be adjusted to hold said guard-rail in its closed position from being accidentally jarred back during the movement of the locomotive; and, finally,
25 it consists in certain peculiar arrangements and combination of the several parts, all of which will hereinafter be fully described in the annexed specification and particularly pointed out in the claims, reference being had
30 to the accompanying drawings, in which—

Figure 1 is a side view of a portion of a locomotive with my improvements applied, the same being shown in a closed position. Fig. 2 is a similar view on an enlarged scale, showing the parts in an open position. Fig. 3 is
35 a cross-section on the line 3 3, Fig. 1. Fig. 4 is a detail perspective view of the several parts detached, and Fig. 5 is a side view of a modification.

In the accompanying drawings, A indicates the cab, B the tender of a locomotive, and C the entrance-space between such cab and tender. The guard D consists of a pipe-rail held to slide in guides or keepers *b b* on the
45 side of the tender, near the front edge thereof, as shown. The rear end of the rail D is provided with a tap or nut *d*, which engages the rear keeper *b* when the rail is pulled in its outward position and limits the movements thereof in such direction.
50

D' denotes a handle formed on or screwed into the outer end of the rail D.

E denotes a suitable restraining device, which serves to hold the rail locked in its outer position, such device consisting of an
55 L-shaped lever-*e*, pivoted at *e'* to the tender, its long arm formed into a handle *e*², its short arm *e*³ extended rearward and connected to the upper end of a spring-wedge F, which operates between the rail D and the side of the
60 tender, such wedge serving, when the handle is turned to a vertical position, to press in behind said rail and hold same by friction from accidental movement. When the handle *e*²
65 is turned to the position shown in Fig. 2, the wedge will be lifted from contact with rail and permit the same to be pushed back into its rearward position.

If desired, the guard may be formed of two rails D, joined by a vertical section D² at their
70 forward end, such section forming a convenient handle, such construction being illustrated in Fig. 5 of the drawings.

From the foregoing description the operation and advantages of my improvement are
75 obvious. It will be observed that the same is exceedingly simple in construction, cheap as to cost, can be readily adjusted to any locomotive, and be quickly moved back or forth to close or open the entrance C, as may be de-
80 sired.

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

1. A safety-guard for locomotives, consisting of a horizontally-disposed rail held to slide
85 in guides or keepers secured to side of the tender, said rail adapted when pulled outward to project over the entrance between the cab and tender, substantially as and for the purpose described.
90

2. A safety-guard adapted to be projected over the entrance between the cab and tender of locomotives, consisting of a rail held to slide horizontally in keepers or guides on the sides
95 of the tender and a restraining device for holding said rail in its outermost position, substantially as and for the purpose described.

3. A safety-guard adapted to be projected over the entrance between the cab and tender
100

of locomotives, consisting of a rail held to slide in keepers on the side of the tender, the rear end of such rail formed with a stop-nut, the forward end thereof formed with a suitable
5 handle, substantially as and for the purpose described.

4. The combination, with the guard-rail D, held to slide in the keepers *b b*, secured to the tender, of the restraining device E, consisting
10 of the pivoted lever provided with a handle

portion *e²*, and the spring-wedge F, secured to the end of the member *e³* of said lever, said wedge adapted to be projected between said rail and the side of the tender to hold said rail in its outer adjusted position, substan- 15
tially as and for the purpose described.

JOSEPH A. WOODMANSEE.

Witnesses:

GEORGE W. SMITHSON,
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