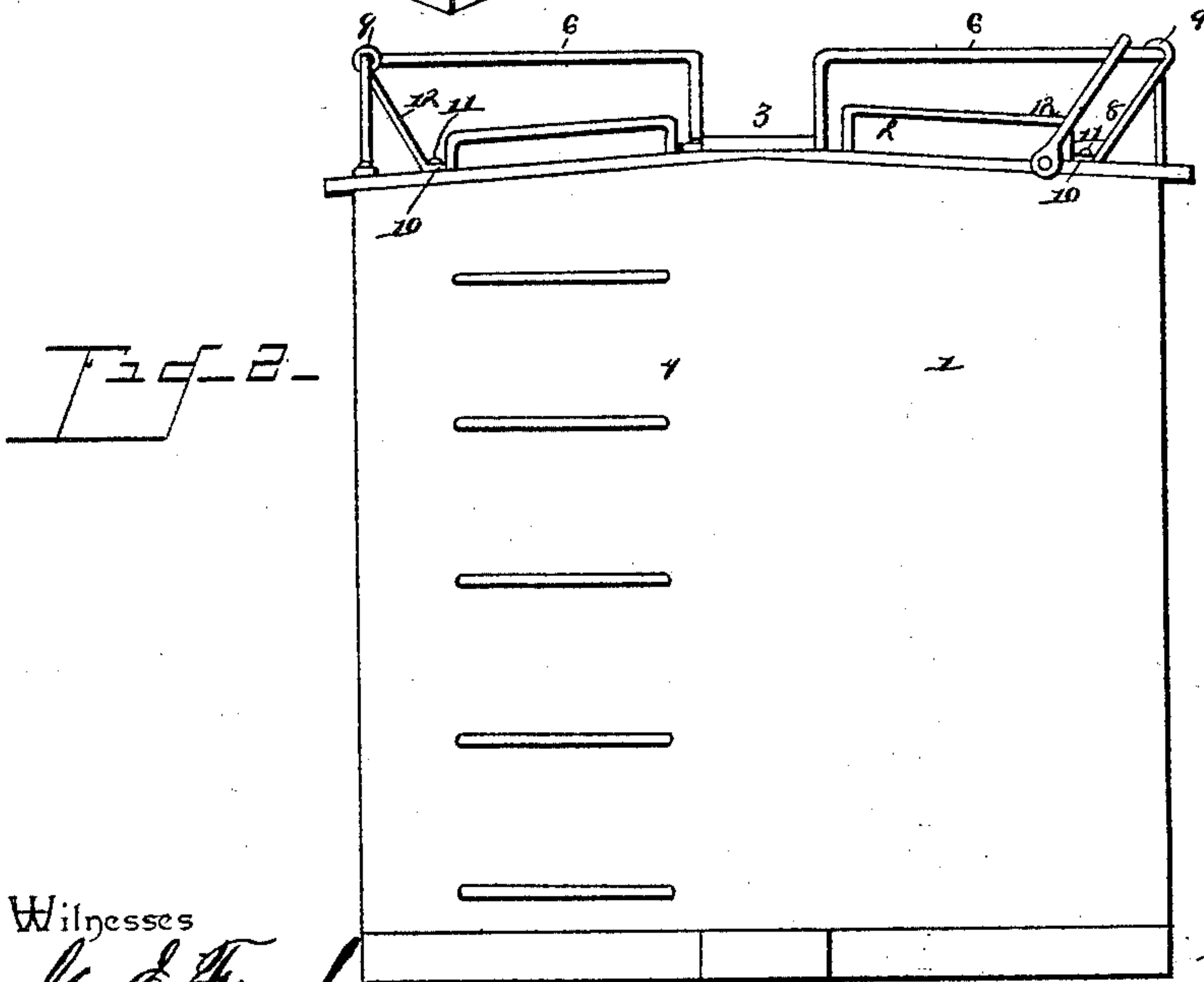
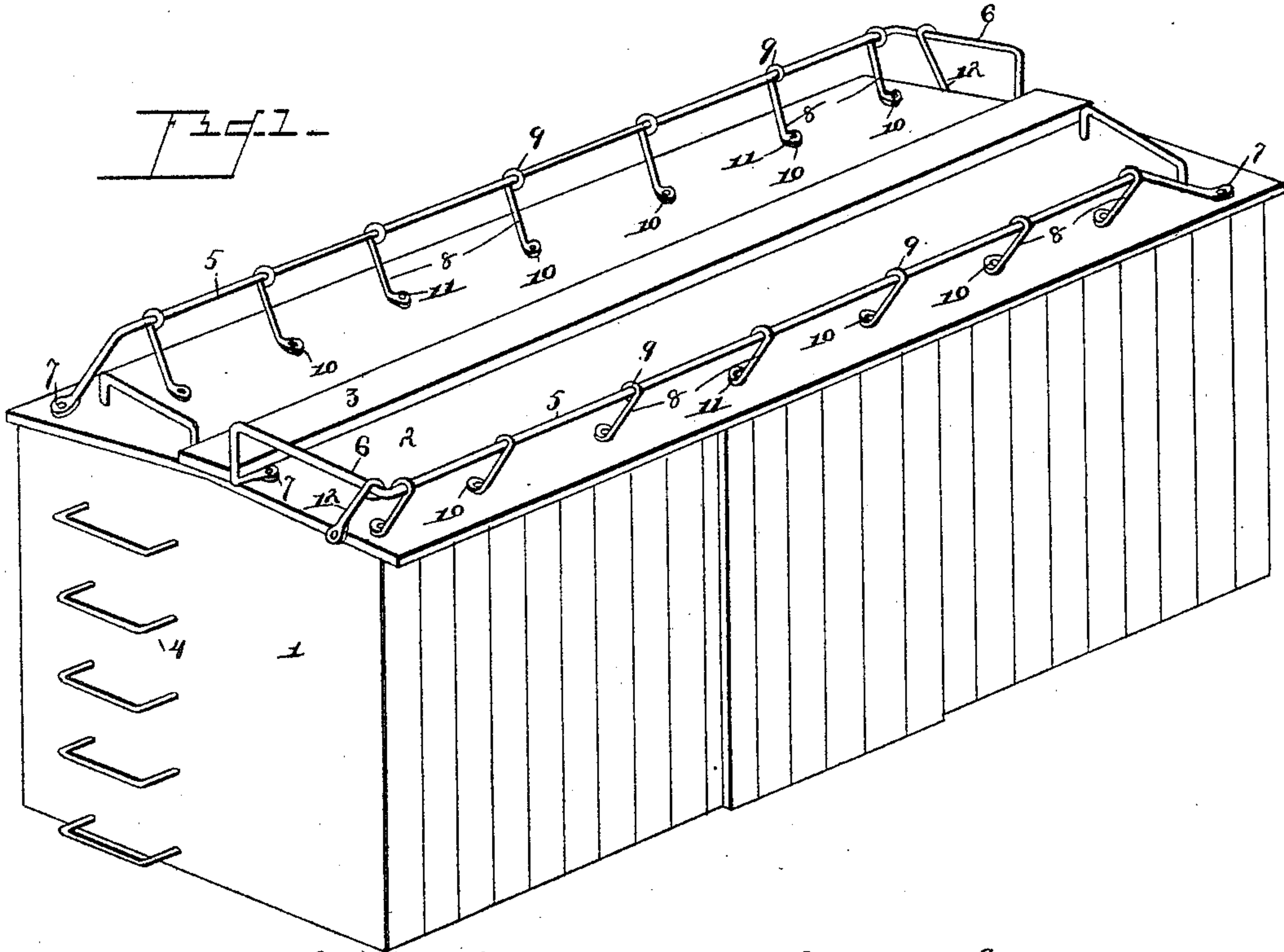


(No Model.)

D. ROBINSON.
RAILING FOR FREIGHT CARS.

No. 437,799.

Patented Oct. 7, 1890.



Witnesses

Geo. C. Frick

H. J. Riley

By *his* Attorneys.

C. A. Snow & Co.

Inventor
David Robinson

UNITED STATES PATENT OFFICE.

DAVID ROBINSON, OF REYNOLDS, ILLINOIS.

RAILING FOR FREIGHT-CARS.

SPECIFICATION forming part of Letters Patent No. 437,799, dated October 7, 1890.

Application filed May 26, 1890. Serial No. 353,154. (No model.)

To all whom it may concern:

Be it known that I, DAVID ROBINSON, a citizen of the United States, residing at Reynolds, in the county of Rock Island and State of Illinois, have invented a new and useful Railing for Freight-Cars, of which the following is a specification.

The invention relates to improvements in railings for freight-cars.

10 The object of the present invention is to provide a simple and inexpensive railing adapted to be readily attached to the top of freight-cars and capable of affording a secure hold for trainmen.

15 The invention consists in the construction and novel combination and arrangement of parts, which will be hereinafter fully described, illustrated in the accompanying drawings, and particularly pointed out in the claim 20 hereto appended.

In the drawings, Figure 1 is a perspective view of a freight-car provided with guard-railings constructed in accordance with this invention. Fig. 2 is a front elevation.

25 Referring to the accompanying drawings, 1 designates a freight-car having its roof 2 constructed in the usual manner and sloping from a running-board 3, and it is provided at its ends upon opposite sides of the car with ladders 4 of any desirable construction. In order to prevent the trainmen falling from the top of the car in wet and bad weather when the roof is slippery the car is provided with guard-rails 5, which are arranged upon each 30 side of the car and extend from the ends, having the ladders alongside and around the opposite end to the running-board, thereby leaving an open space at the ladder and enabling the men to readily mount the top of the car. 40 The end rail 6 extends from the running-board to the side of the car over the space where there is no ladder, and the end pieces of one car are arranged opposite the ladders or open spaces of the next adjacent car, so that there 45 is a continuous rail from one side of the cars to the other side at the adjacent ends of the cars. The rails 5 consist of a bar extending along the side and half of one end, and is provided at its ends with eyes 7, through which 50 pass screws, bolts, or the like, that secure the

bar to the car, and the said bar is supported at intervals by braces 8, that are provided at their upper ends with eyes 9, through which the bar passes, and at their lower ends with eyes 10, adapted for the reception of bolts, 55 screws, or the like 11, that secure the braces to the roof of the car. The braces 12, supporting the corners of the railing, are slightly longer than the braces 8 and have their lower loops or eyes secured to the edges of the roof. 60

It will be readily seen that the railing is simple and inexpensive in construction and is adapted to be readily attached to the top of a freight-car, and is capable of preventing 65 trainmen from falling from the sides of the car.

From the foregoing description and the accompanying drawings the construction, operation, and advantages of the invention will be readily understood.

Having thus described my invention, I 70 claim—

The combination of a freight-car provided at opposite sides of its ends with ladders and the two side railings extending from the ends adjacent to the ladders along and parallel 75 with the sides and opposite ends to the running-board and comprising the rods having end portions 6, parallel with the ends of the car and extending half-way across the car at the running-board and having the end portions oppositely arranged and forming oppositely-disposed openings located at the ladders and provided at their ends with eyes, the inclined braces at the sides having eyes at their upper ends to receive the rods and eyes 85 at their lower ends to receive means for securing them to the car, and the inclined braces at the ends of the car parallel with the other braces and extending from the end portions 6 inwardly and downwardly and secured to 90 the edges of the top of the car, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

DAVID ROBINSON.

Witnesses:

CYRUS D. GORDON,
LEVI WILSON.