

(No Model.)

J. H. FOX.

GUARD FOR EXIT PASSAGES OF RAILWAY CARS.

No. 445,808.

Patented Feb. 3, 1891.

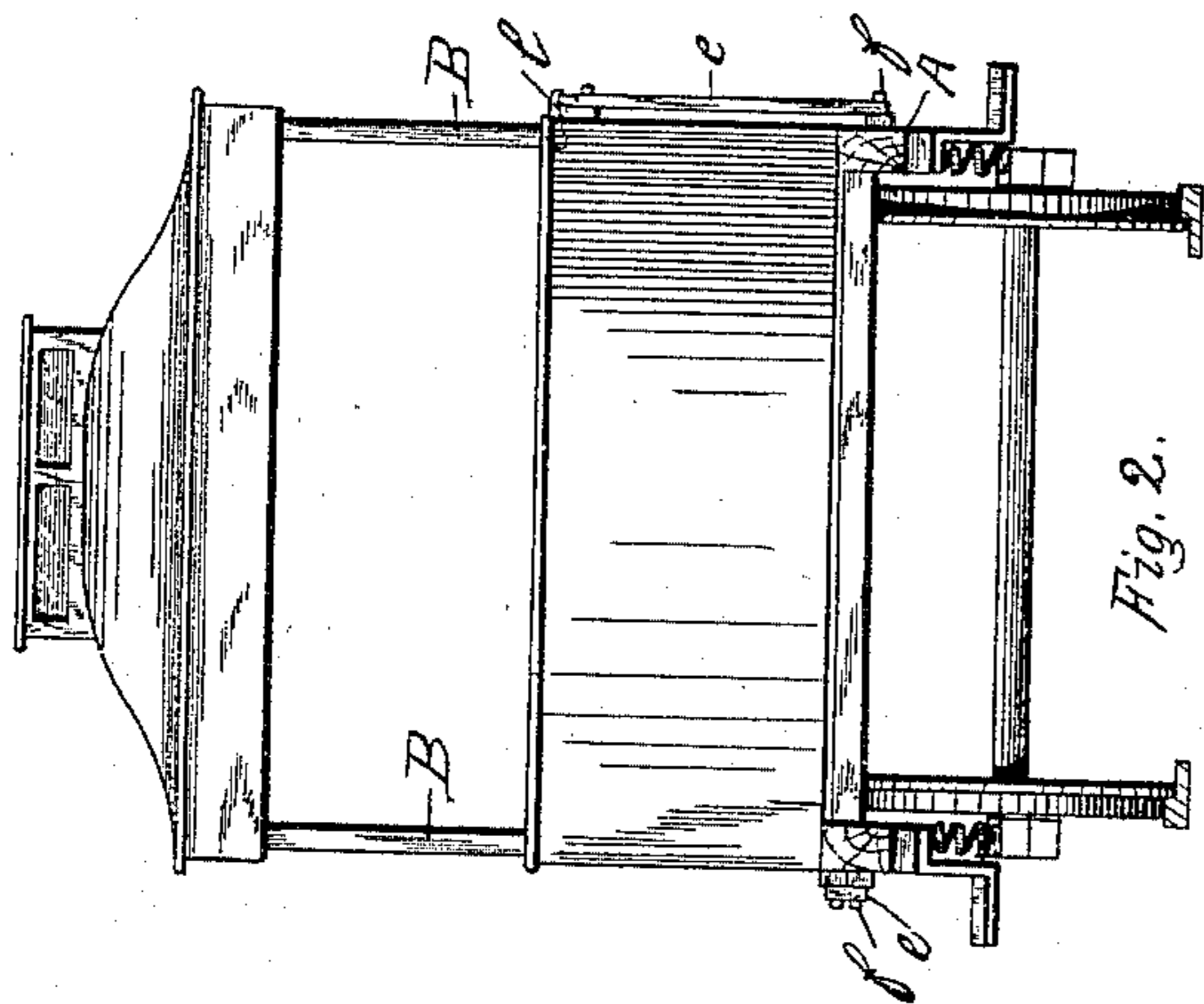


Fig. 2.

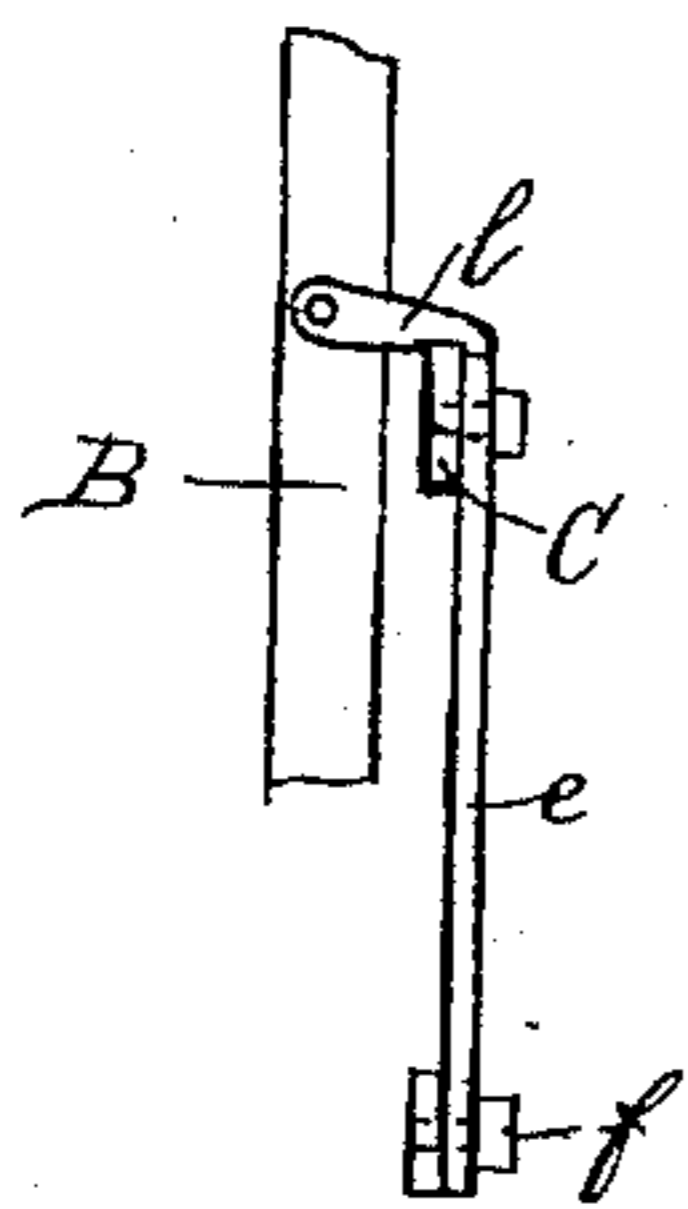


Fig. 3.

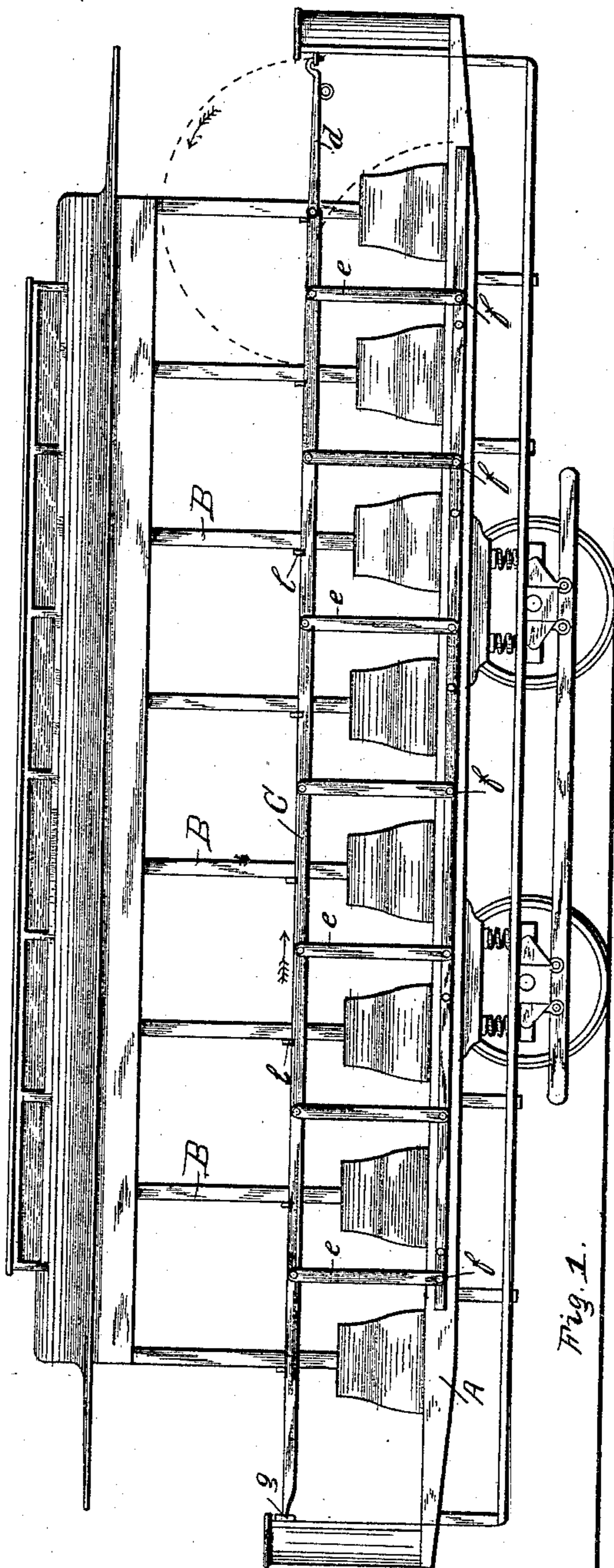


Fig. 1.

WITNESSES

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GUARD FOR EXIT-PASSAGES OF RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 445,808, dated February 3, 1891.

Application filed August 13, 1890. Serial No. 361,907. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. FOX, of Boston, in the county of Suffolk and Commonwealth of Massachusetts, have invented certain Improvements in the Construction of Gates or Guards for Exit-Passages of Railway-Cars, of which the following is a specification.

My invention relates to certain improvements in gates or appliances to be applied to the sides of railway-cars to prevent passengers from getting off upon the sides on which such gates are closed or placed in proper position; and it consists of a bar or rope which extends, preferably, horizontally across the width of the opening or passage at the steps of the car, and which is pivoted to one end of one or more bars or rods, the other ends of which bars are pivoted to the frame or body of the car below the surface of the floor. By this means the horizontal bar may be raised into the proper position to guard the opening, or dropped to a position below the floor and out of the way of the feet of the passengers. The bars, which are pivoted to the lower part of the car-frame and to the guard-rail, can be tilted from a substantially horizontal position along the side of the car to a perpendicular position, and for the purpose of additional protection the tilting bars may be located at about the middle of the passages or openings where the passengers alight.

My invention is particularly well adapted to protecting the openings between the seats of so-called "open" street-cars, and in the drawings I have illustrated its application thereto.

Figure 1 is a side elevation of an open street-car with my gate or guard-rail attached. Fig. 2 is an end view thereof; Fig. 3, a cross-section of the guard-rail, showing the latch or catch by which it is held in contact with the roof-supporting posts.

A is the sill or side of the frame of the car; B, the roof-supporting posts.

C is the gate or guard-rail. In the instance illustrated as applied to an open car the rail is continuous, and extends the entire length of the car, with a short section *d* pivoted to one end of the rail, so that when it is lowered

by tilting the bars *e* the portion *d* can be swung over upon the rail C, and consequently it will not project beyond the end of the car. The tilting bars *e* are pivoted to the car-frame at *f*, and preferably, as shown, at about the middle point of the opening between two seats. When the rail C is raised to the position shown, one end *g* may be inserted in a socket upon the dasher at that end, and the other end of the rail may be inserted in a socket upon the dasher at the opposite end. For further safety against accidental or unauthorized displacement, the end of the swinging section *d* may be locked to the dasher. I also provide hooks or latches *l*, attached to one or more of the roof-supporting posts to catch upon the edge of the guard-rail and hold it firmly in position.

It will be readily seen that by disengaging the end of the section *d* from the dasher and swinging it over in the direction indicated by the arrow, and then releasing the rail C from the latches *l* and pushing it in the direction indicated by the arrow, it will be carried down to the level of the floor of the car by the tilting of the bars *e*, and the reverse movement will return the rail C to the position shown in Fig. 1 of the drawings.

It will be readily seen that by attaching the bars *e* by the pivots *f* to the frame of the car at the top of the supporting-posts the movement of the guard-rail C will be reversed when placing it in its protective position and removing it therefrom.

I claim—

1. In combination with a railway-car, a gate or guard-rail for its exit-passages, attached thereto by one or more rods pivoted to said rail and to the car below its floor, whereby the guard-rail will be raised by tilting said rods toward a vertical position and lowered by tilting them toward a horizontal position, substantially as described.

2. In combination with the exit-passage of a railway-car, a gate or guard-rail which is pivoted to one or more supporting-rods pivoted to the frame of the car, whereby tilting said rods in one direction will place the guard-rail in position to guard said passage, and

tilting them in the opposite direction will withdraw the guard-rail from said passage, substantially as described.

3. In combination with the exit-passage of
5 a railway-car, a gate or guard-rail which is secured to one or more supporting-rods attached to the frame of the car, whereby said rail can be raised or lowered, and a jointed section at one end of said rail, which may be

swung over upon the rail when it is to be removed from its protective position and swung back into continuous line with the rail when it is returned thereto, substantially as described.

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Witnesses:

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