(No Model.) 2 Sheets—Sheet 1.

J. A. BRILL.

ENTRANCE GUARD FOR OPEN CARS.

No. 531,407. Patented Dec. 25, 1894.

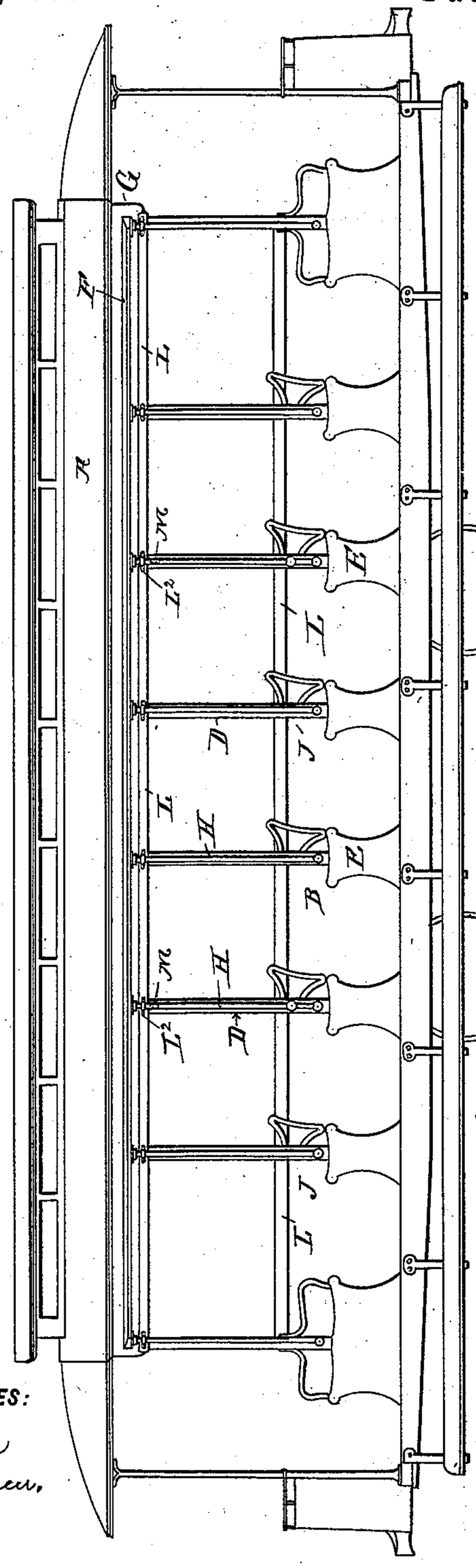

Fig. 1.

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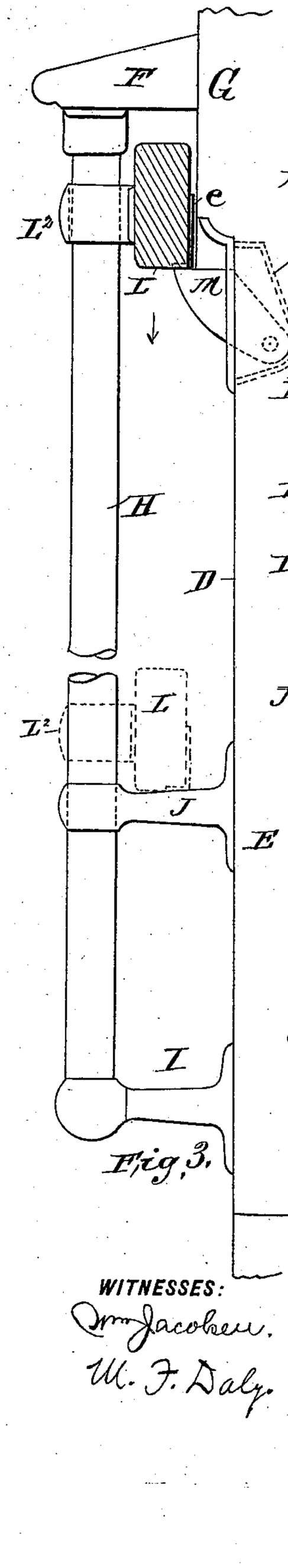

Fig. 3.

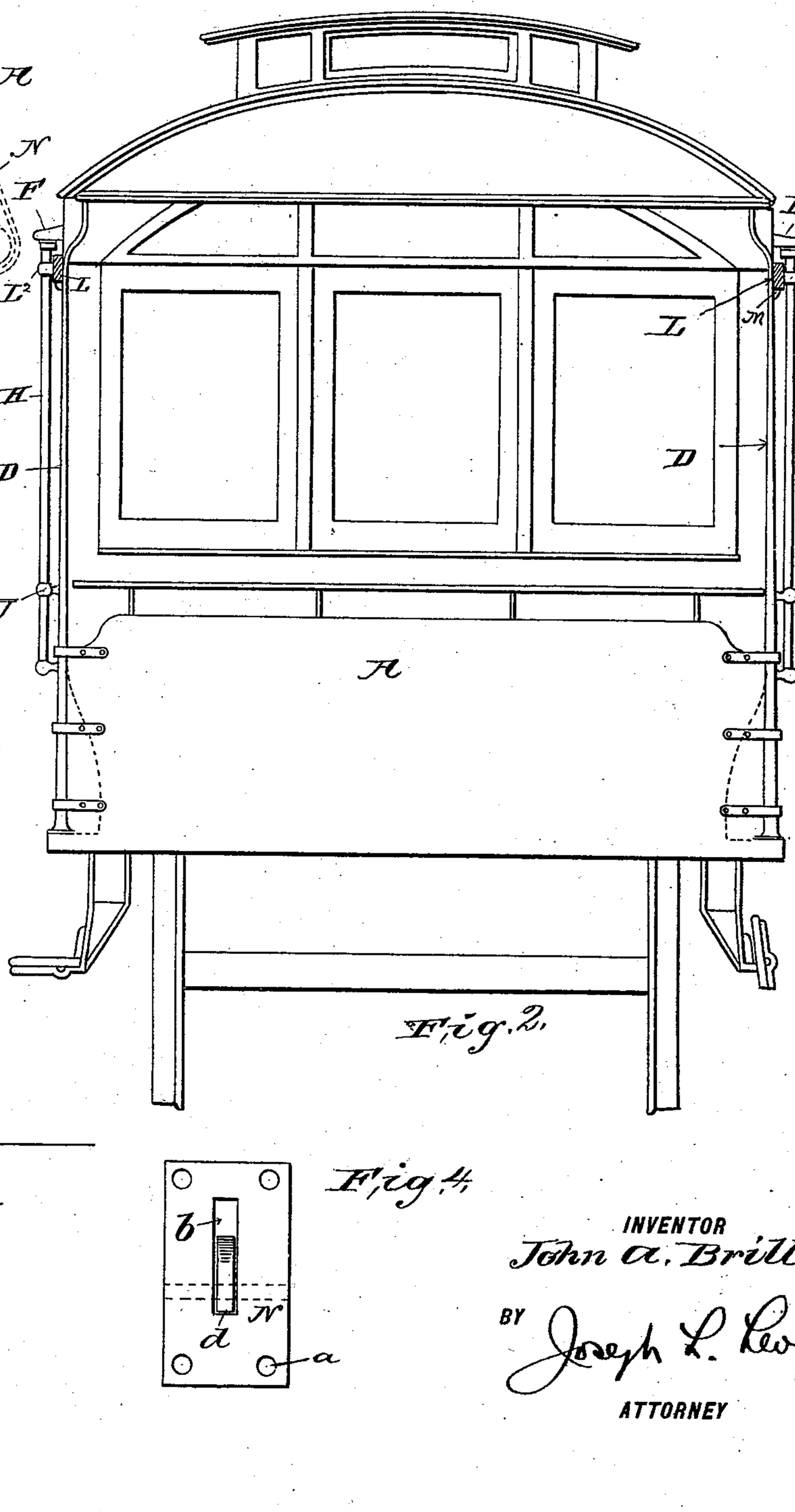

Fig. 2.

Fig. 4.

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UNITED STATES PATENT OFFICE.

JOHN A. BRILL, OF PHILADELPHIA, PENNSYLVANIA.

ENTRANCE-GUARD FOR OPEN CARS.

SPECIFICATION forming part of Letters Patent No. 531,407, dated December 25, 1894.

Application filed October 12, 1894. Serial No. 525,654. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. BRILL, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a new and useful Entrance-Guard for Open Cars, of which the following is a specification.

The object of this invention is to provide a guard that will extend along the side of an open car at the ends of the seats to prevent entrance to and exit from the wrong sides of the car.

The invention consists in the combination with the side posts of the car of a guard rail to pass along said posts and means for guiding said guard, restraining its displacement and supporting it in its raised and lowered position.

The invention also consists in the novel details of improvement and the combinations of parts that will be more fully hereinafter set forth and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming part hereof, wherein—

Figure 1 is a side elevation of an open car provided with my improved guard. Fig. 2 is a partly broken end elevation of the car; and Fig. 3 is an enlarged partly broken detail view of one side of the car showing the latch for holding up the guard rail; and Fig. 4 is a face view of the latch and its supporting casing.

In the accompanying drawings, in which similar letters of reference indicate corresponding parts in the several views, the letter A indicates an open railway car of any suitable or desired general construction, and provided with cross seats B.

D are upright posts extending from the car-sills inside the seat-ends E to the drip-board F connected with the upper portion or roof of the car, or its sign board G.

H are vertical bars or hand rails extending along the outer sides of the posts D, and shown connected at their upper ends to the drip-board F, and at their lower ends to brackets or supports I, which may be carried by the seat-ends E, or otherwise, as desired. The bars H may be grasped by a person when entering or passing from the car. J are supports shown connecting the bars H near their lower ends with the seat-ends E.

L are the entrance guards, which preferably consist of bars extending longitudinally of the car, on opposite sides, along the posts D.

The guards or bars L are located between the posts D and bars H (see Fig. 3) and are adapted to be moved up and down, and when lowered rest upon the stops J, as shown in dotted lines in Fig. 3. When in the latter position the guards L close the entrance to the seats. The stops J are provided with eyes, as shown, through which the bars H pass, and can be secured to the posts at any desired position along the length of the bars, so as to properly determine the exact location of the guard in reference to the seats.

The guards L are provided with guides or eyes L^2 that receive the bars H, and slip up and down thereon, whereby said guards are held in the proper positions.

To permit free entrance to and exit from the seats the guards L are held elevated, and to sustain them in the upper position a suitable gravity latch or dog M is provided, as clearly shown in Fig. 3. Two latches M are preferably used for each guard L to properly balance said guards, said latches being carried by posts D at suitable distances apart. The latches M are shown pivotally carried by suitable casings N set into the posts D, and secured on said posts by screws *a*, or otherwise, said casings each having a slot *b* through which the latch M projects into position to pass under the guard L to sustain it. The lower edge *d* of the slot *b* acts to sustain the latch in its normal position.

At *c* is a wear plate on the guard L to engage the latch M.

The operation of the improved entrance guard is as follows: When entrance to the seats is to be prevented the guard L is lowered by pushing back the latches M to release the guard, and then lowering the latter until it rests upon the stops J, as in full lines in Fig. 1 and dotted lines in Fig. 3. When entrance to the seats is to be permitted the guard L is raised until it presses back the latches M and passes above them, whereupon said latches will fall by gravity beneath said guard to sustain it. When in its raised position the guard is under the drip-board F, out of the way and protected from the weather. The guard being between the posts and the bars

H is restrained from displacement, should the eyes, or other means of securement, be injured

The device is simple in construction and not liable to get out of order.

It will be understood that I do not limit myself to the precise details of construction shown, as they may be modified or changed without departing from the spirit of my invention.

I claim—

1. The combination, with a car having a side opening for ingress and egress, of a bar forming a movable guard extending adjacent to and co-extensively with said opening, and a gravity latch for supporting the said bar in its elevated position, substantially as described.

2. The combination, with a car having a side opening for ingress and egress, of a bar forming an upwardly movable guard extending adjacent to and co-extensively with said opening, guides for said bar, and an automatically operating latch for supporting the bar when elevated above the line of egress and ingress, the latch being receded by the upward movement of the bar, and moving into position to support the bar when the same has passed it, substantially as described.

3. The combination of a car having cross seats and posts at the ends thereof, bars on the outside of the posts, with a guard extending along said posts, stops extending between the posts and the bars to support the guard, and a hinged latch to sustain said guard in an elevated position, substantially as described.

4. The combination of a car having side posts, with bars H extending along the outside of said posts, a guard passing along said posts and between said posts and bars, said guard having guides or eyes to receive certain of said bars, and a gravity latch for sustaining said guide in an elevated position, substantially as described.

5. The combination of a car having side posts and guide bars H, with a guard L, and a hinged and inwardly moving latch M to sustain said guard, substantially as described.

6. The combination of a car having side posts and bars H, with a guard L having guides or eyes L^2 engaging said bars, and a hinged latch M to sustain said guard, substantially as described.

7. The combination of a car having side posts, with a guard L, a latch M, and a casing having a slot, said latch being pivoted in said casing and projecting through said slot, substantially as described.

8. The combination of a car having a drip-board without the car side, side posts, bars H depending from said board, a guard L having eyes L^2 movably secured to said bars between the bars and said posts, and a latch to sustain said guard in an elevated position within the bars and under said drip board, substantially as described.

Signed at Philadelphia, in the county of Philadelphia and State of Pennsylvania, this 31st day of August, 1894.

JOHN A. BRILL.

Witnesses:
WM. H. HENLING, Jr.,
HENRY C. ESLING.