

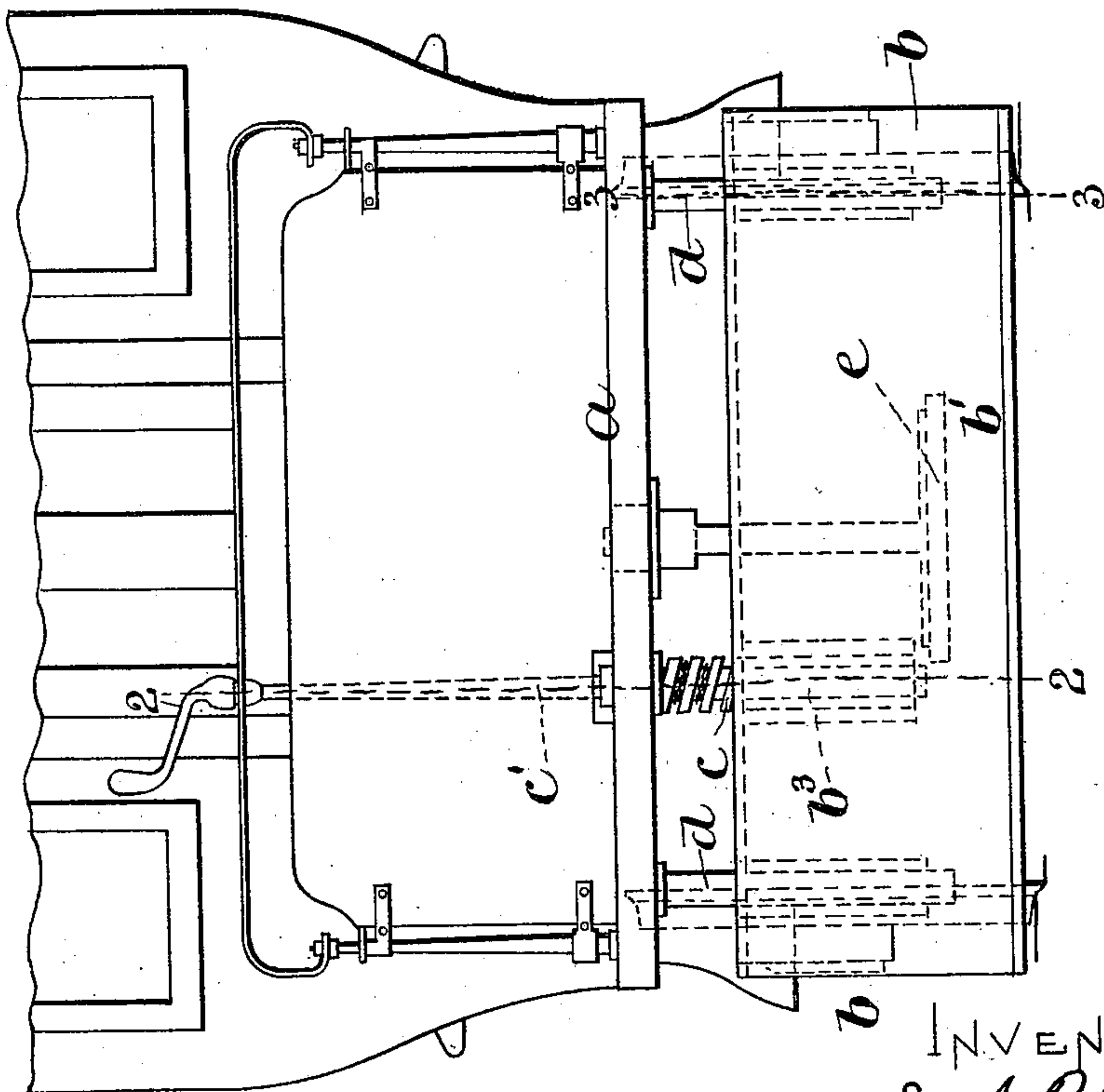
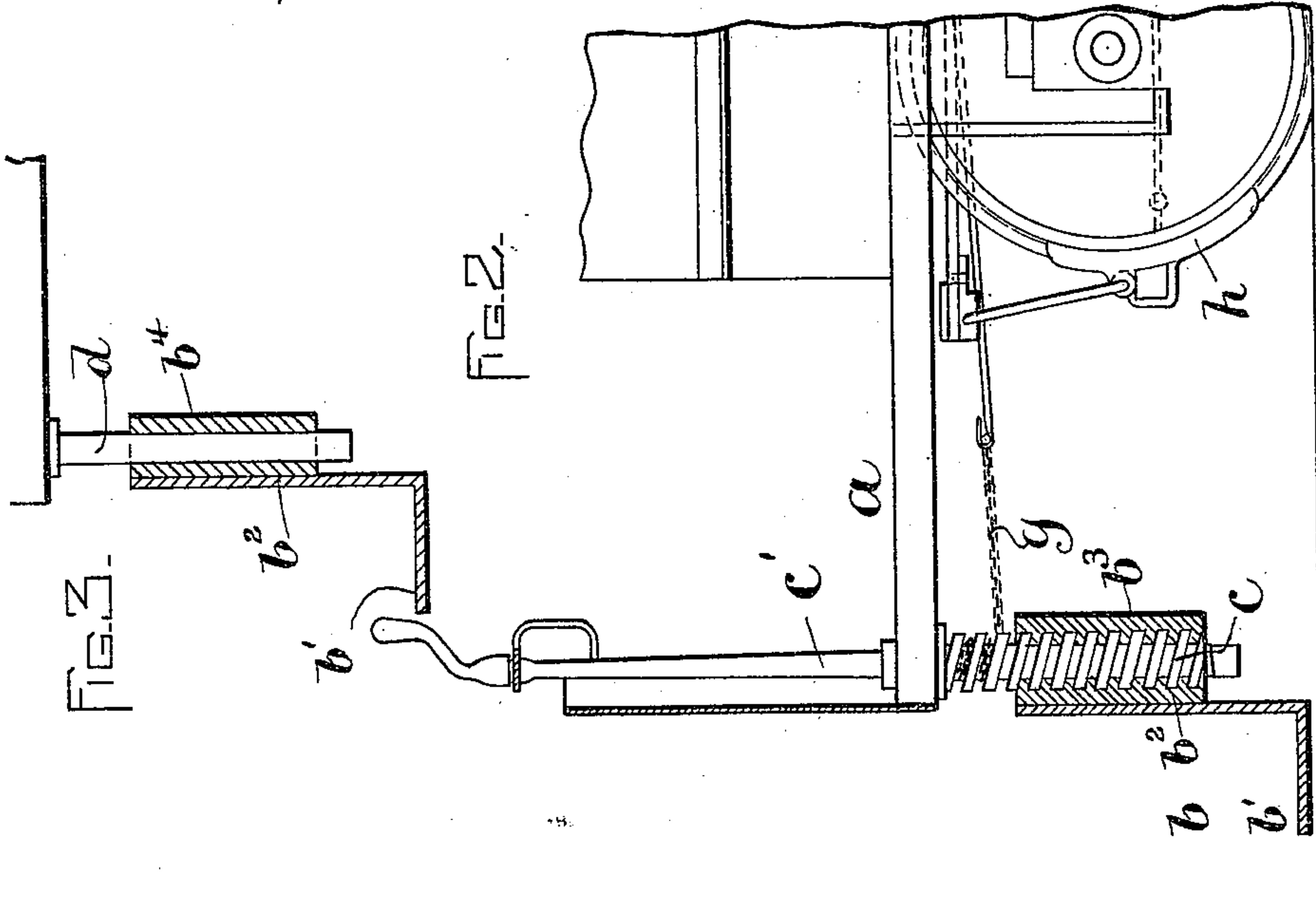
(No Model.)

2 Sheets—Sheet 1.

S. A. POLITSKY.  
CAR GUARD.

No. 547,157.

Patented Oct. 1, 1895.



WITNESSES  
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Rollin Abell.

INVENTOR:  
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FIG. 5.

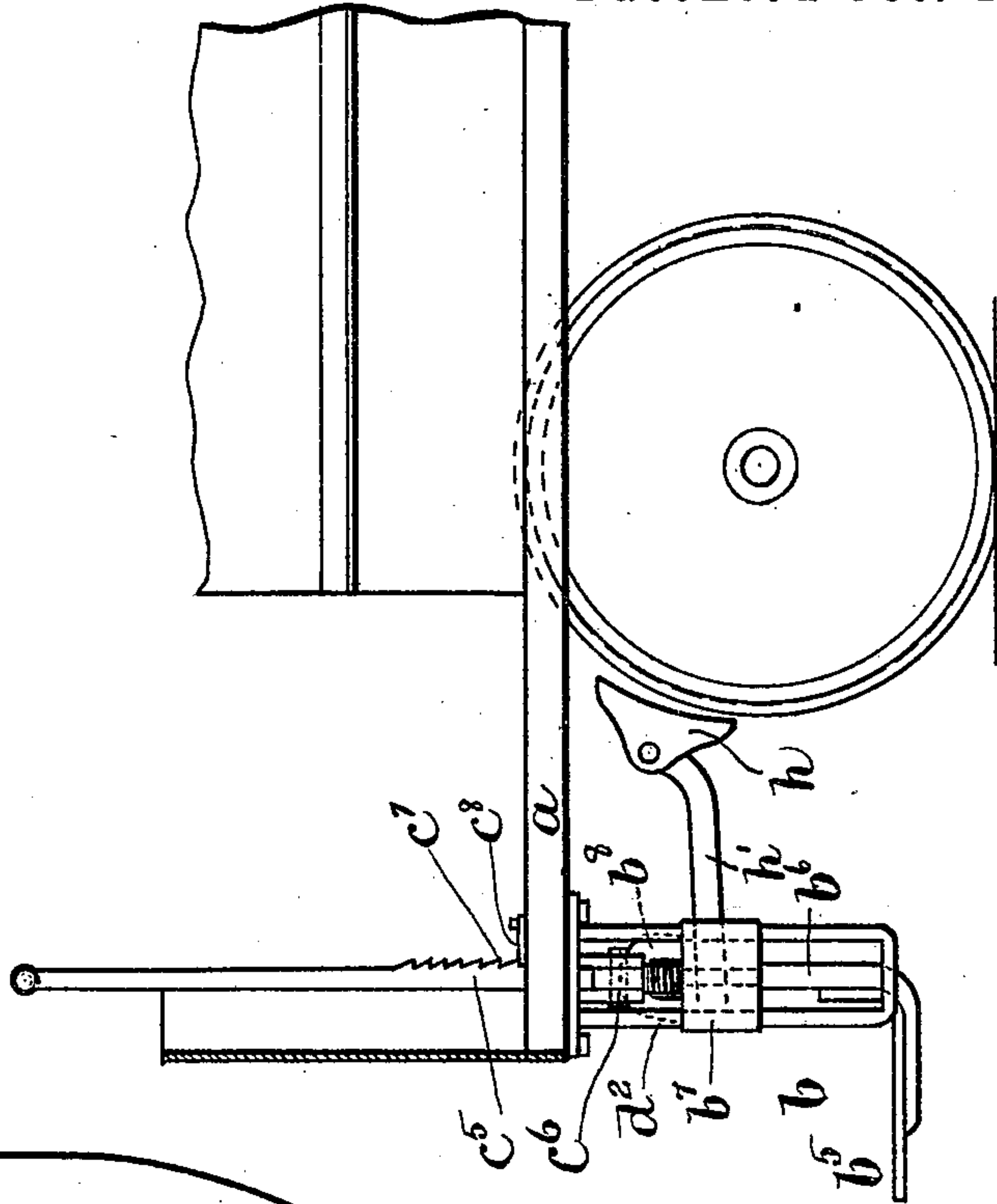
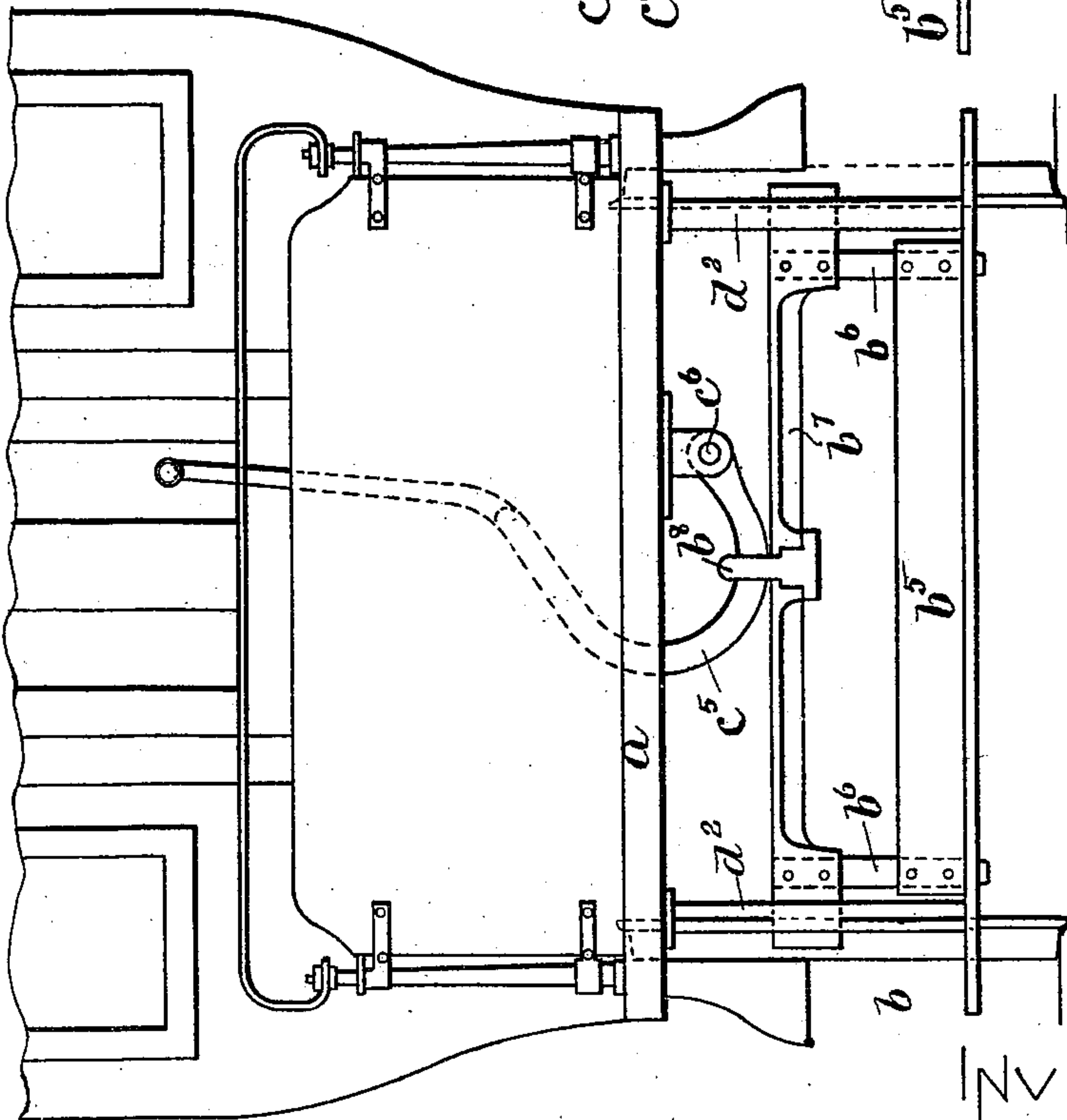


FIG. 4.



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# UNITED STATES PATENT OFFICE.

SIMON A. POLITSKY, OF BOSTON, MASSACHUSETTS.

## CAR-GUARD.

SPECIFICATION forming part of Letters Patent No. 547,157, dated October 1, 1895.

Application filed January 21, 1895. Serial No. 535,676. (No model.)

*To all whom it may concern:*

Be it known that I, SIMON A. POLITSKY, of Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Car-Guards, of which the following is a specification.

This invention has for its object to provide a simple and effective guard for cars propelled by electricity or other motive power instead of horse-power; and it consists in the improvements which I will now proceed to describe and claim.

Of the accompanying drawings, forming a part of this specification, Figure 1 represents a front elevation of a car provided with a guard embodying my invention. Fig. 2 represents a section on line 2 2 of Fig. 1. Fig. 3 represents a section on line 3 3 of Fig. 1. Fig. 4 represents a front elevation, and Fig. 5 represents a side view, of a modification.

The same letters of reference indicate the same parts in all the figures.

In the drawings, *a* represents a car-platform, and *b* represents a guard, located in advance of the wheels. The guard, as shown in Figs. 1 and 2, comprises a substantially horizontal part or platform *b'* and a vertical part *b''*, extending above the platform *b'*. To the vertical part *b''* is affixed a nut *b'''*, which engages a screw-thread *c*, formed on an operating-shaft *c'*, which is journaled in a bearing in the platform *a*, so that by the rotation of said shaft the guard will be raised or lowered, as the case may be, the screw-thread having a quick pitch, so that it gives a rapid movement to the guard.

*d d* represent vertical guides rigidly affixed to the car-platform and projecting downwardly therefrom, the guides in this case being in the form of rods or studs. The vertical portion *b''* of the guard is provided with sockets *b''''*, Fig. 3, through which said guides *d* pass, the sockets being adapted to slide on the guides.

*e* represents a stop affixed to the car and adapted to limit the downward movement of the guard, said stop being arranged to come in contact with a flange or projection on the vertical portion of the guard when the latter has been depressed to the lowest extent desirable.

To the shaft *c'* is affixed one end of the

chain *g*, which operates the brake-shoes *h*, said chain being connected with the brake-shoes by the usual or any suitable devices, the arrangement being such that when the shaft is turned in the direction required to depress the guard the brake will be applied, and when the shaft is turned in the opposite direction the brake will be raised, so that a single operation of the shaft applies the brake and places the guard in position for operation.

In Figs. 4 and 5 I show a modification, in which the guard is composed of a substantially horizontal platform *b''''*, connected by rods *b'''''* with a cross-bar *b''''''*, the ends of which are fitted to slide in guides *d''*, each of which is composed of two side pieces arranged at opposite sides of the cross-bar *b''''''*. Said cross-bar has an open lug *b'''''''*, which receives the curved portion of an operating-lever *c''*, which is pivoted at *c'''* to the platform. When said lever is turned in one direction, it raises the cross-bar *b''''''* and guard *b''''*, and when turned in the opposite direction it depresses said cross-bar and guard. The lever is provided with ratchet-teeth *c''''*, which may be engaged by a dog *c'''''* on the platform to hold the lever at any desired position within the range of its adjustment.

The brake-shoes *h* are connected by arms *h'* with the cross-bar *b''''''*, so that they are pressed upon the wheels by the downward movement of said cross-bar.

I claim—

1. The combination of a car having vertical guides affixed to its platform, a guard engaged with said guides and adapted to slide vertically thereon, operating devices connected with the guard and platform whereby the guard may be raised and lowered, brake-shoes adapted to act on the car-wheels, and connections between the guard-operating devices and the brake-shoes whereby the said shoes are applied to the wheels when the guard is lowered and removed when the guard is raised.

2. The combination of a car having vertical guides, a vertical shaft journaled in a bearing in the platform and having an operating handle above the platform and a screw-thread below the platform, a guard fitted to slide vertically on said guides and provided with a nut engaged with the screw-thread of the shaft, brake-shoes adapted to bear on the

wheels, and connections between the brake-shoes and shaft whereby the brake-shoes are applied when the shaft is turned to lower the guard, and removed when the shaft is turned  
5 to raise the guard.

In testimony whereof I have signed my name to this specification, in the presence of

two subscribing witnesses, this 11th day of January, A. D. 1895.

SIMON A. POLITSKY.

Witnesses:

C. F. BROWN,

A. D. HARRISON.