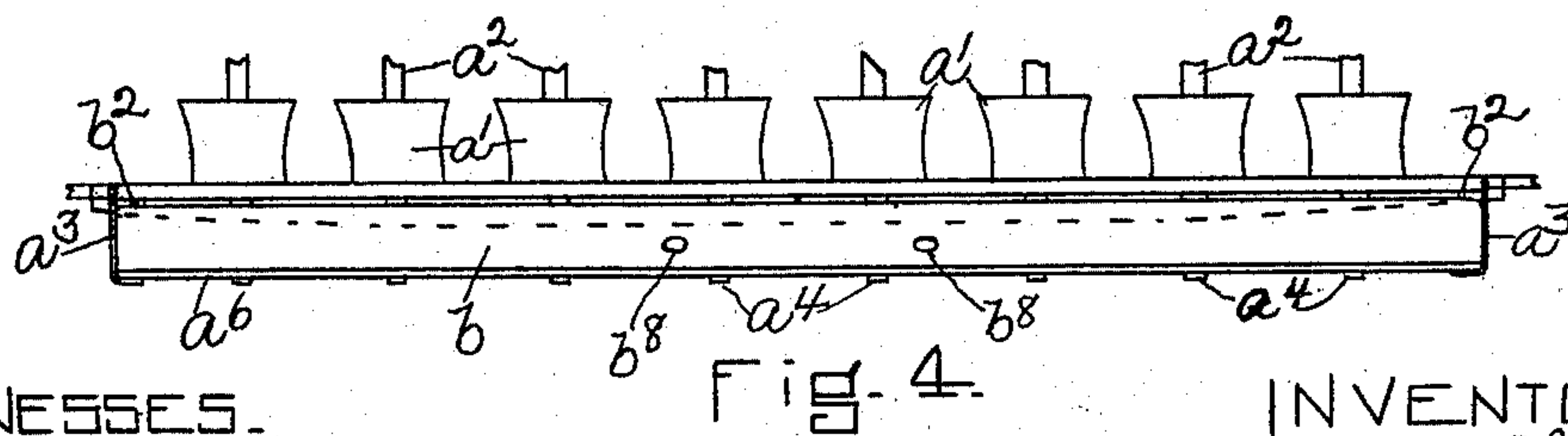
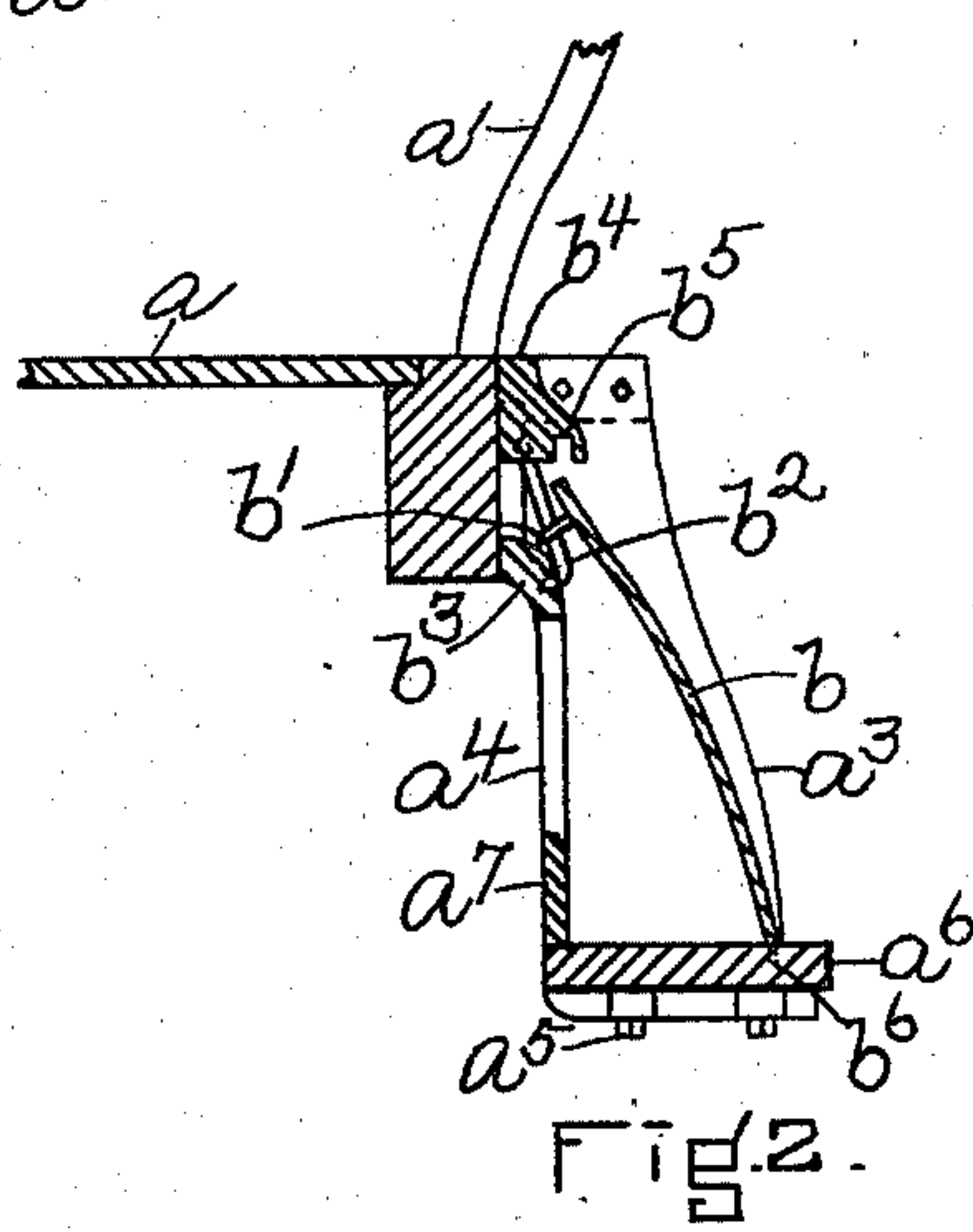
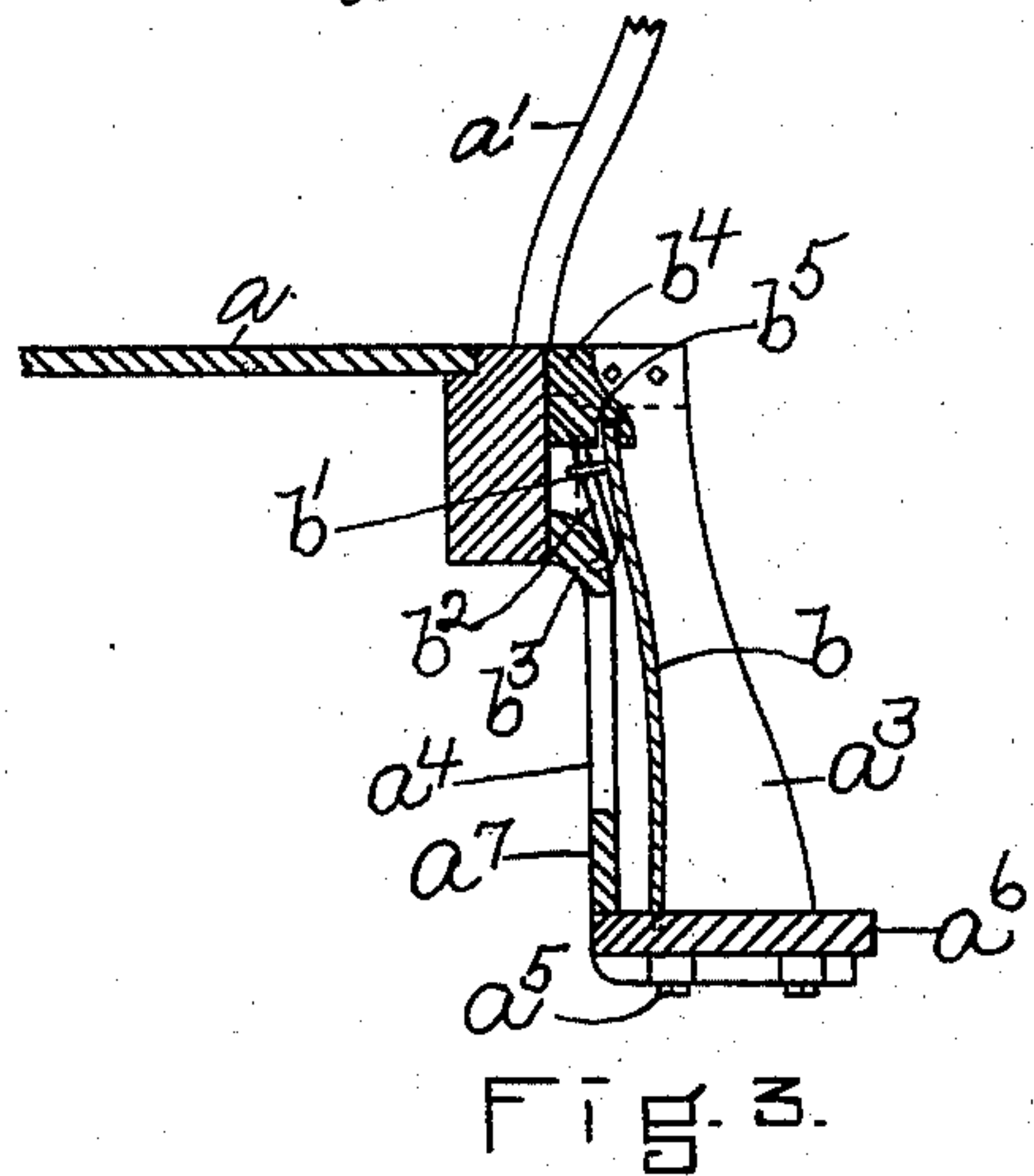
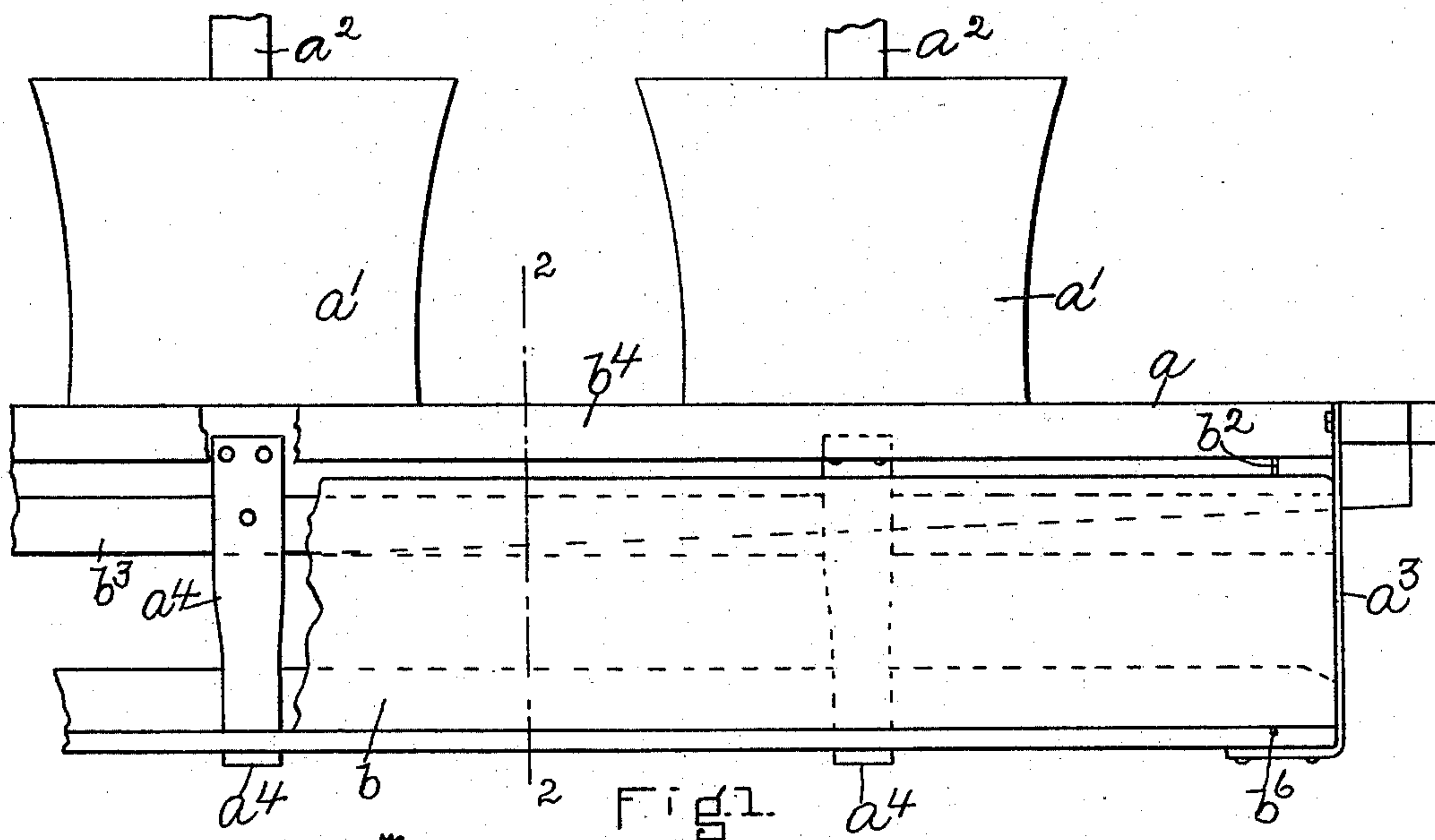


(No Model.)

E. W. PHINNEY & L. TRINDER.
RUNNING BOARD GUARD FOR STREET CARS.

No. 573,914.

Patented Dec. 29, 1896.



WITNESSES.

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UNITED STATES PATENT OFFICE.

ETTA W. PHINNEY, OF DEERING, MAINE, AND LIZZIE TRINDER, OF BOSTON, MASSACHUSETTS; SAID PHINNEY ASSIGNOR TO MARY E. WHITNEY, OF DEERING, MAINE.

RUNNING-BOARD GUARD FOR STREET-CARS.

SPECIFICATION forming part of Letters Patent No. 573,914, dated December 29, 1896.

Application filed September 11, 1896. Serial No. 605,474. (No model.)

To all whom it may concern:

Be it known that we, ETTA W. PHINNEY, residing in Deering, in the county of Cumberland and State of Maine, and LIZZIE TRINDER, residing in Boston, in the county of Suffolk and State of Massachusetts, have invented an Improvement in Running-Board Guards for Street-Cars, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

This invention relates to railway-cars of that class known as "open" cars, and such as are now commonly used in summer-time on electric street-railways. Cars of the class referred to as now commonly constructed are provided on each side of the car with a step commonly designated the "running-board," which is firmly fastened to suitable hangers or brackets secured to the car-body.

In street-railway systems using a double track in the street the running-board on the side of the car adjacent to the track parallel to that on which the said car is traveling is a source of danger, owing to the fact that the said running-board is used by passengers who stand upon the same, especially when the car is crowded or heavily loaded, thereby exposing themselves to the danger of being struck and knocked off of the running-board by cars traveling in an opposite direction on the adjacent or parallel track or by passing teams. The running-board on the side of the car adjacent to the parallel track referred to is also a source of danger to the passengers in the car, as it affords a means of getting off the car on the wrong side, and it has happened that passengers so alighting from the car have stepped directly in front of another car approaching on the other or parallel track.

This invention has for its object to provide the running-boards of street-railway cars with a guard, whereby the running-board on that side of the car adjacent to a parallel track may be rendered incapable of being used, either to get off of the car or to stand upon, and the said guard may and preferably will be made, as hereinafter described, so that it can be applied to the street-railway cars now

in use at a minimum expense either for application or maintenance.

In accordance with this invention the guard referred to consists of a cover for the running-board suitably attached to the car, so as to enable it in one position to extend over and cover the whole or the greater portion of the running-board and in another position to uncover the said running-board, so that it may be used in the ordinary manner.

The cover referred to may and preferably will be locked or positively held in both its operative and inoperative positions, and may be made of sheet metal of sufficient lightness to enable it to be operated by a single person, as, for instance, either the conductor or the motorman.

Figure 1 represents in side elevation a sufficient portion of an open street-car provided with a guard for the running-board to enable the invention to be understood; Fig. 2, a sectional detail on the line 2 2, Fig. 1, showing the guard in what may be termed its "open" or "operative" position; Fig. 3, a sectional detail on the line 2 2, Fig. 1, showing the guard in its closed or inoperative position; and Fig. 4, a detail in side elevation, on a smaller scale, showing a complete guard in its operative position.

The open street-car herein represented may be of any suitable, usual, or desired construction, and in the present instance only a sufficient portion of the car is shown to enable the invention to be understood, namely, the car-floor *a*, seats *a'*, stanchions *a²*, end brackets or hangers *a³*, and intermediate brackets or hangers *a⁴*, all of which may be such as now commonly found in open street-railway cars.

The end brackets *a³* and the intermediate brackets or hangers *a⁴* have firmly secured to them, as by bolts or screws *a⁵*, a foot or running board *a⁶*, provided with an upright or vertical portion *a⁷*. The running-board *a⁶*, in accordance with this invention, has cooperating with it a guard, preferably made as herein shown and consisting of a sheet-metal cover *b*, preferably of substantially the length of the running-board, which cover or guard

is suitably secured to the car, so as to be moved from what may be termed its "closed" position (shown in Fig. 3) into its "open" position. (Shown in Fig. 2.) The guard or cover *b* may and preferably will be permanently attached to the car, and this result may be effected, as herein shown, by means of suitable metal eyes *b'*, encircling guide-rods *b²*, attached to fixed portions of the car and in the present instance represented as having their lower ends driven into or otherwise secured to a wooden or other board *b³*, fastened to the hangers or brackets *a⁴*, and having their upper end inserted into or secured to a beading *b⁴*, provided on its under surface with a longitudinal slot or channel *b⁵*, which is adapted to receive the upper edge of the guard or cover *b* when the latter is moved into its closed position. (Shown in Fig. 3.) The guard or cover *b* may be locked or secured in both its closed and open positions, preferably, as herein shown, by means of projections or spurs *b⁶*, (see dotted lines, Figs. 1, 2, and 3,) which enter suitable sockets or holes in the upper face of the running-board *a⁶*. The guard *b* may be provided with any desired number of the locking spurs or projections *b⁶*. The guard *b* may be moved from its closed into its opened position, and vice versa, by providing the same with suitable means by which the conductor or motorman may grasp the said guard, and in the present instance the guard is represented as provided with two finger-holes *b⁸*, (see Fig. 4,) which are located substantially near the longitudinal center of the said guard.

By reference to Fig. 3 it will be seen that the guard *b* in its closed position is substantially close to the hangers or brackets *a⁴*, and consequently leaves the running-board *a⁶* of substantially its normal width, so that the latter can be used in the same way as now commonly practiced, and the said guard or cover *b* is retained in its closed position by means of the spurs or projections *b⁶* entering suitable sockets near the rear or inside side of the running-board *a⁶*.

When it is desired to render the running-board inoperative, the motorman or conductor will lift the guard *b*, so as to remove the locking spurs or projections *b⁶* from their sockets, and then carry the lower end of the guard outward into the position shown in Fig. 2, permitting the spurs or projections *b⁶* to drop into suitable sockets near the outer edge of the running-board *a⁶*.

By reference to Fig. 2 it will be seen that

the guard *b* covers substantially the whole of the running-board *a⁶* and practically renders the same useless for ordinary purposes. We have herein shown one form of guard and one form of locking device for the guard in both its open and closed positions, but we do not desire to limit our invention to the particular construction herein shown.

From the above description it will be seen that the guard for the running-board may be applied to open street-railway cars as now commonly constructed without necessitating any change in the construction of the car, so that the open street-railway cars now in use may be equipped at a minimum expense.

We claim—

1. The combination with an open street-railway car having a running-board rigidly fixed thereto, of a guard for said running-board having its lower end movable away from and toward the side of the car to cover and uncover the said running-board, means to loosely attach the upper end of the guard to the car below the level of the car-floor and permit of vertical movement of the guard to enable its lower end to be moved as described, and means to lock the guard in its closed and open positions, substantially as described.

2. The combination with an open street-railway car having a running-board rigidly fixed thereto, of a guard for said running-board secured at its upper end to the car below the level of the floor and movable vertically, a bead attached to the car and provided with a longitudinal slot or groove on its under side for the reception of the upper edge of the guard in its closed position, and means to lock the said guard in its open and closed positions, substantially as described.

3. The combination with an open street-railway car having a running-board rigidly fixed thereto, of a guard *b* provided with eyes *b'*, and guides *b²* on which said eyes are adapted to slide to permit the lower end of the guard *b* to be moved away from and toward the side of the car to cover and uncover the said running-board, substantially as described.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

ETTA W. PHINNEY.
LIZZIE TRINDER.

Witnesses:

JAS. H. CHURCHILL,
JOSEPH WARREN.