

No. 615,740.

Patented Dec. 13, 1898.

C. H. OSBORN.
ATTACHMENT FOR BOX CARS.

(Application filed Jan. 3, 1898.)

(No Model.)

Fig. 1.

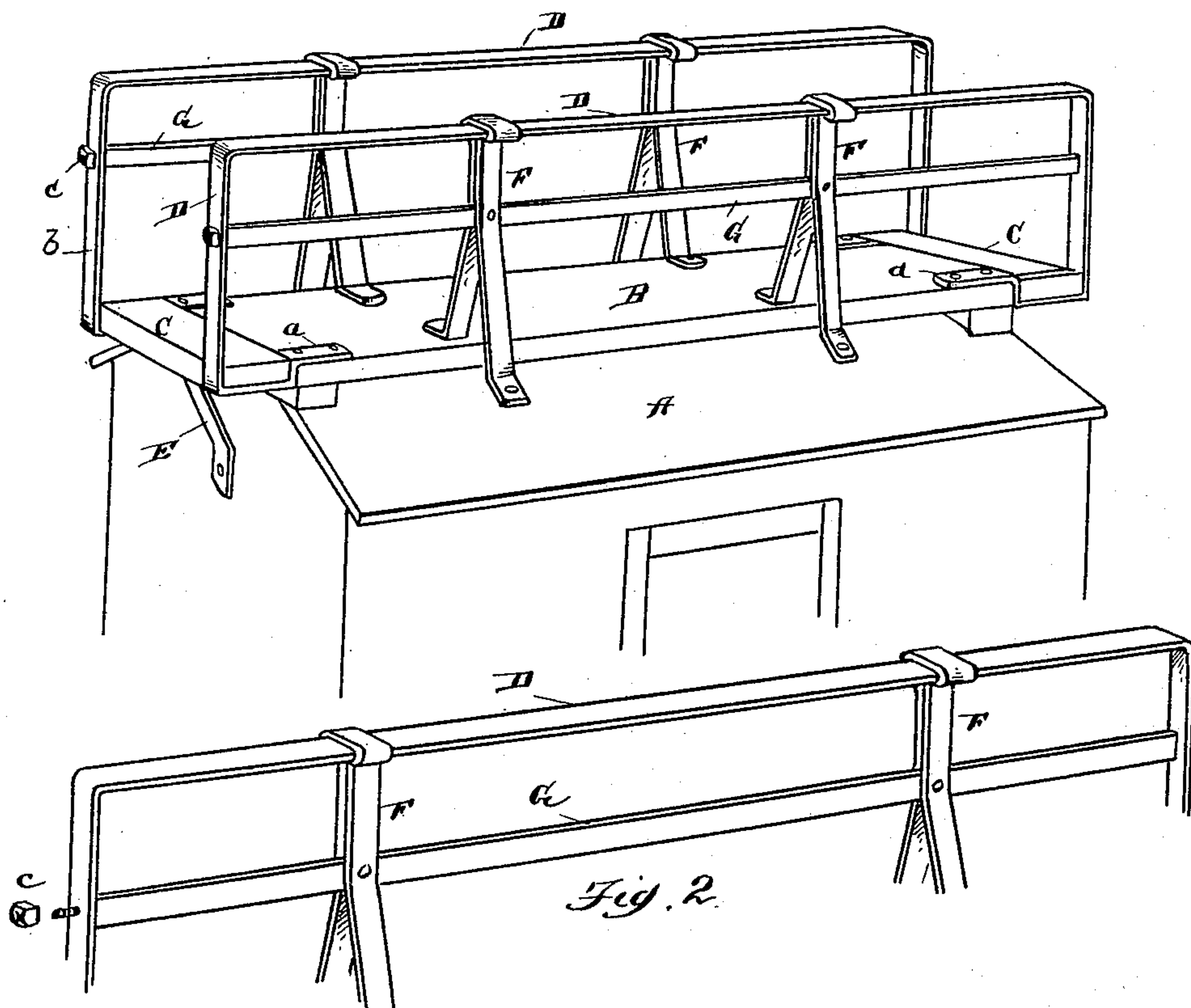


Fig. 2.

WITNESSES

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ATTACHMENT FOR BOX-CARS.

SPECIFICATION forming part of Letters Patent No. 615,740, dated December 13, 1898.

Application filed January 3, 1898. Serial No. 665,276. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. OSBORN, a citizen of the United States, residing at Macon, in the county of Lenawee and State of Michigan, have invented certain new and useful Improvements in Attachments for Box-Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming a part of this specification.

This invention relates to attachments for box-cars for the preservation of the lives of brakemen, and has for its object to provide a cheap, simple, and durable railing to be secured upon both sides of the footboard upon the top of the car to furnish a convenient and secure guard to prevent the brakeman from slipping or falling while pursuing his duties.

The invention consists in the general construction and arrangement of the parts to be hereinafter described and claimed.

Referring to the accompanying drawings, Figure 1 shows in perspective my improved guard in position for use upon a box-car; and Fig. 2 illustrates one rail in perspective, showing the manner of assembling the parts.

Like letters of reference refer to corresponding parts.

A represents the upper portion of an ordinary box-car, having upon the top, extending longitudinally therewith, the footboard B, upon which the brakeman travels from one car to the other.

When a series of cars are coupled together, there is usually a space between the ends of the adjacent cars over which the brakeman must step in making his way from one car to the other. This operation is full of dangers, especially during the cold winter months, when the ice and snow have accumulated upon the footboard. To avoid these dangers, I provide an extension C at either end of the car, which I support in position by means of the rail D, carried downward at the ends, where it is bent backward, with its end made secure upon the top of the car at *a*. This furnishes a secure means for supporting the ends of the rail, as well as furnishing a safe support for the end boards. If found necessary, the

brace E may be secured at the extreme end of the car below the projecting end board to support it at its middle point, thus furnishing additional security. The rails D are also braced at intermediate points between their ends by means of the supports or uprights F, which are preferably formed of a single piece of metal having one end secured by any suitable means to the footboard, from whence it is carried upward, engaging the rail, and thence downward upon the outside to the roof of the car, to which it is firmly fastened. A second rail G may, if desired, be carried below the top rail D, as shown in the drawings, having its ends reduced and threaded and inserted through suitable openings in the upright portions *b* of the rail D and fitted with the holding-nuts *c* on the outer end. This latter rail passes between the two downward-extending ends of the uprights F, between which it is firmly secured. Thus it will be seen that the entire structure, when assembled, furnishes a strong durable guard against the possibility of a brakeman slipping from the car or the footboard as he passes therealong in the pursuance of his duties.

In the construction of this device I prefer to employ either flat or strap iron, as it has been found to be much cheaper and renders the desired stiffness without extra weight.

From the foregoing it will be apparent that the essential novelty of my invention lies in the improved construction and arrangement of the parts in connection with the extensions C, whereby the cars may be easily and economically equipped with the brakeman's life-guard.

Having thus described my invention, what I claim is—

1. An attachment for box-cars, consisting of the rails D bent downward at their ends to form supports for the extending end boards C, and the uprights F constructed of a single piece, having one end secured to the footboard upon said car, from whence it is carried upward and bent over said rail, thence downward and secured to the roof of said car, substantially as described.

2. A brakeman's life-guard for box-cars, consisting of the rails D, bent downward at their ends and secured to the roof of said car, the end extending boards C, supported upon

the ends of said rails, the uprights F, constructed of single pieces bent over said rails and having their ends supported and secured to the footboard and roof of said car, and the
5 rails G, engaged between said uprights and having their ends reduced and terminated with a threaded portion adapted to pass through suitable openings in the downward-bent portions of the rails D, and the nuts c

arranged to engage upon said reduced portions, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES H. OSBORN.

Witnesses:

CATHURN OSBORN,
GEORGE BURLESON.