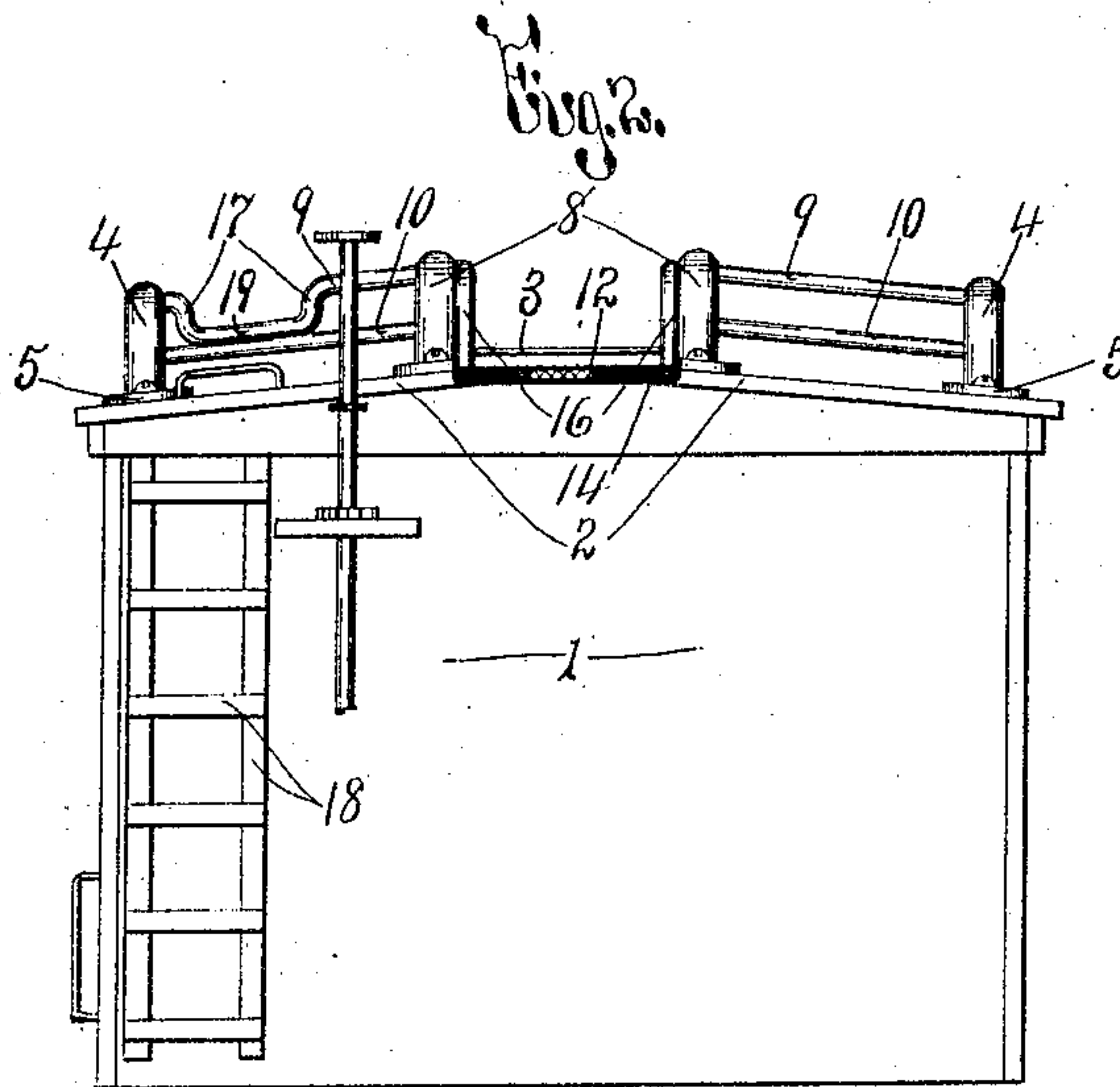
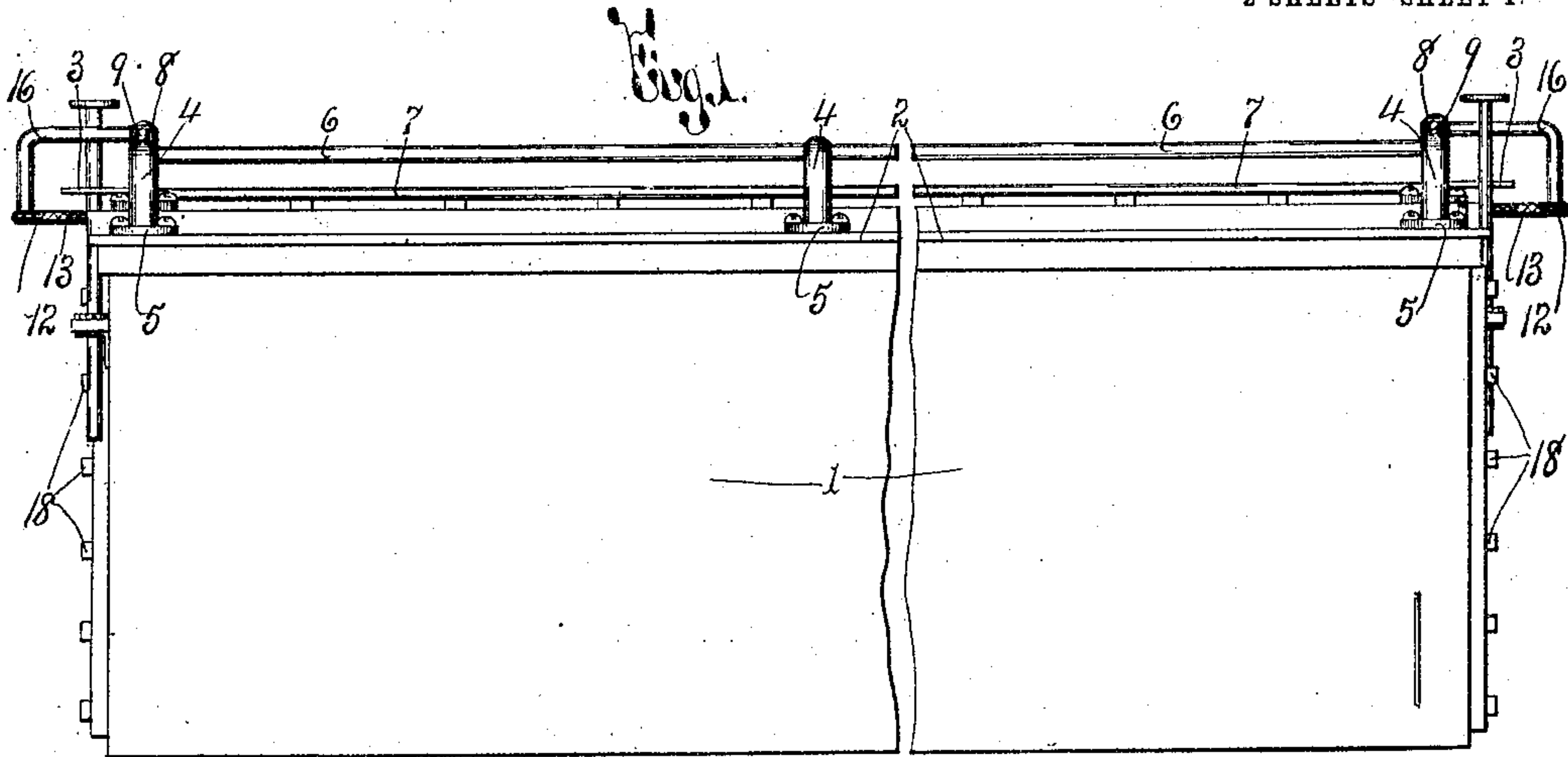


No. 836,834.

PATENTED NOV. 27, 1906.

F. C. SARGENT.
RAILWAY CAR.
APPLICATION FILED MAR. 19, 1904.

2 SHEETS--SHEET 1.



WITNESSES:

Chas. J. Foner.
Chas. Young.

INVENTOR

Frank C. Sargent
BY
Hey & Parsons
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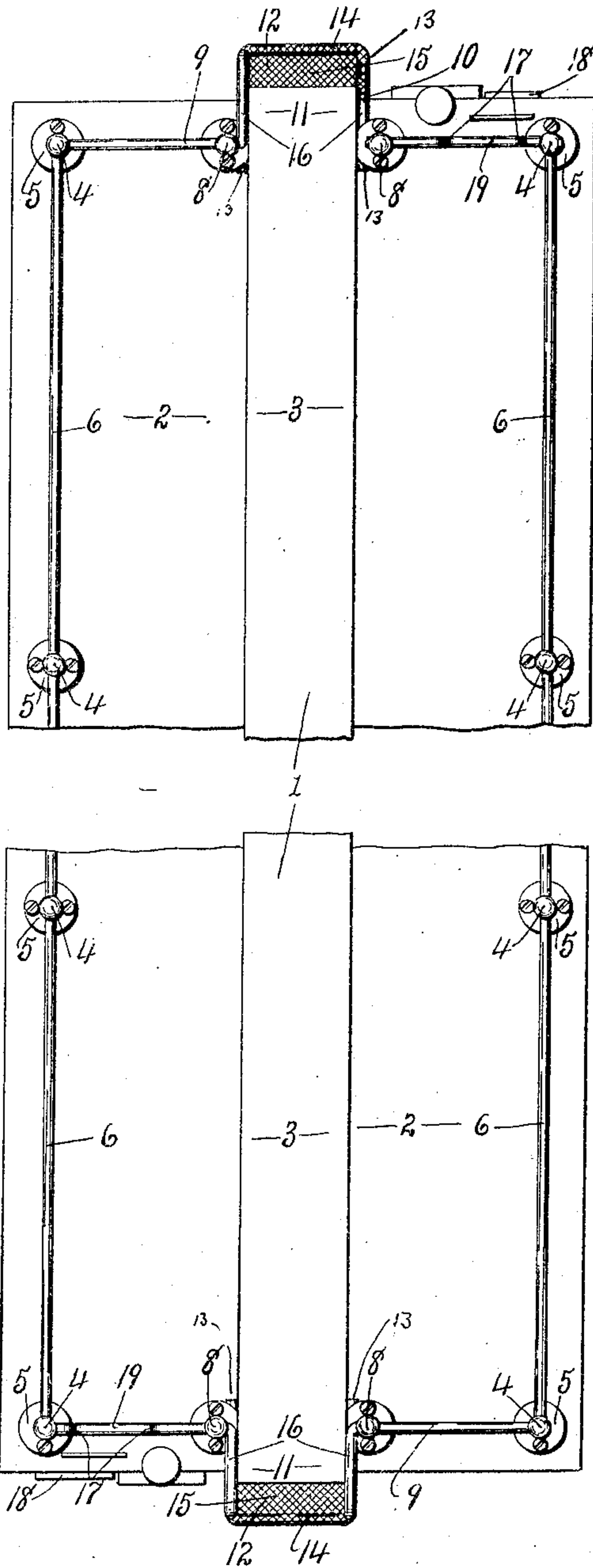
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2 SHEETS—SHEET 2.

Fig. 3.



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Chas. J. Jones.
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UNITED STATES PATENT OFFICE.

FRANK C. SARGENT, OF SYRACUSE, NEW YORK.

RAILWAY-CAR.

No. 836,834.

Specification of Letters Patent.

Patented Nov. 27, 1908.

Application filed March 19, 1904. Serial No. 198,879.

To all whom it may concern:

Be it known that I, FRANK C. SARGENT, of Syracuse, in the county of Onondaga and State of New York, have invented a certain new and useful Railway-Car, of which the following is a specification.

My invention relates primarily to railway-cars, more particularly to freight-cars; and the object thereof is to provide a safety appliance for car-tops which is particularly simple in construction and highly advantageous and efficient in use.

To this end the invention includes the combination and arrangement of the component parts to be hereinafter described, and particularly pointed out in the claims.

Although the invention is susceptible of some modification, I have illustrated in the accompanying drawings and shall hereinafter describe in connection therewith what is now conceived to be a preferred embodiment of the same.

In the drawings, Figure 1 shows in side elevation, partly broken away, a freight-car equipped with my safety appliance. Fig. 2 is an end view of the same, and Fig. 3 is a plan view thereof partly broken away.

The invention includes generally side guards extending longitudinally of the top of the car contiguous to the side edges thereof and end guards extending parallel to the ends of the car contiguous to the end edges of the same.

In the accompanying drawings a conventional construction of freight-car is designated by 1, having a top 2 with surfaces inclining downwardly from the longitudinal central line of the same. The usual flat walk 3 is shown extending from end to end of the car centrally of the top thereof.

The side guards preferably include a plurality of equidistantly-spaced posts 4, arranged contiguous to the side edges of the car and each provided with a base-flange 5, through which bolts or other fastening means extend for securing the posts rigidly to the car-top, and upper and lower horizontally-extending rails or strands 6 7, secured to the posts and supported thereby.

The end guards preferably include posts 8 corresponding to the posts 4, secured to the car-top upon each side of the walk 3 at each end of the car, and upper and lower rails or strands 9 10, extending between each of the posts 8 and the adjacent end posts 4 of the side guards. Between the posts 8 at each

end of the car a passage-way 11 is provided in line with the walk 3. Associated with each of these passage-ways and overhanging the adjacent end of the car is a platform 12, which preferably comprises side bars 13, secured to the top of the car and connected at their outer ends by an integral cross-bar 14, said side bars being held in position by the base-flanges of the posts 8, the inner ends thereof being interposed between said base-flanges and the top of the car, Fig. 3. Supported by the frame so formed is a tread portion 15, which in the present embodiment of my invention is shown as reticulated.

To provide side rails for the platforms and for the purpose of additionally supporting the same, the upper end rails 9 are preferably provided with integral extensions 16, which project from the posts 8 and extend in parallelism with the side bars 13 lengthwise of the latter, are then deflected downwardly toward the platforms and their ends secured to the outer corners of the same. It will be understood that the platforms are intended to bridge the spaces between the ends of the walks 3 of adjacent cars when coupled in train formation.

In each of the end guards to one side of the passage-way 11 a second passage-way 17 is provided. The latter is arranged in line with the contiguous vertically-disposed ladder 18, secured to the end of the car and is preferably formed by deflecting one of the top rails of the end guards downwardly at a point between one of the posts 4 and the adjacent post 8, so that a substantially U-shaped offset is provided, the bottom portion 19 of which is arranged in close juxtaposition to the adjacent rail 10, while side portions thereof extend vertically between the ends of said portion 19 and the main line of the rail 9.

The construction and operation of my railway-car will now be readily understood upon reference to the foregoing description and the accompanying drawings, and it will be noted that more or less changes may be made in the component parts thereof without departing from the spirit of my invention.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination with a railway-car; of side and end guards secured to the top thereof, each of the end guards having a central passage-way therethrough, and a second passage-way to one side of the first passage-way

and extending substantially parallel to the first-mentioned passage-way, substantially as and for the purpose described.

2. The combination with a railway-car having a walk extending longitudinally thereof centrally of the same; of end guards terminating at each side of said walk to provide passage-ways centrally of the end guards, said end guards having additional passage-ways to one side of the first-mentioned passage-ways.

3. The combination with a railway-car having a walk extending longitudinally thereof centrally of the same; of side guards, and end guards terminating on each side of said walk to provide passage-ways centrally of the end guards, said end guards having additional passage-ways to one side of the first-named passage-ways, substantially as and for the purpose set forth.

4. The combination with a railway-car having a walk extending longitudinally thereof centrally of the same; of side guards, and end guards terminating on each side of said walk to provide passage-ways centrally of the end guards, said end guards having additional passage-ways to one side of the first-named passage-ways, and a platform associated with each central passage-way and overhanging the adjacent end of the car, substantially as and for the purpose described.

5. The combination with a car having a walk extending longitudinally of the top thereof centrally of the same; of side guards comprising vertical posts and top and bottom rails or strands, and end guards comprising vertical posts arranged at each side of said walk and rails or strands extending between said posts and the contiguous posts of the side guards, one of the upper rails of each of said end guards having a substantially U-shaped offset therein providing a passage-way, substantially as and for the purpose specified.

6. The combination with a car having a walk extending longitudinally of the top thereof, and side and end guards comprising vertical posts and horizontally-extending strands or rails, said end guards having passage-ways therethrough in alinement with the walk; of a platform associated with each passage-way and overhanging the end of the car, each of said platforms comprising side bars secured at their inner ends to the car-top, and a cross-bar connecting the outer ends of the side bars.

7. The combination with a car having a walk extending longitudinally of the top thereof, and side and end guards comprising vertical posts and horizontally-extending strands or rails, said end guards having passage-ways therethrough in alinement with the walk; of a platform associated with each passage-way and overhanging the end of the car, each of said platforms comprising side

bars held at their inner ends by the end posts, an integral cross-bar connecting their outer ends, and side rails formed by extensions of the top rails of the adjacent end guards, substantially as and for the purpose described.

8. The combination with a car having a walk extending longitudinally of the top thereof, and side and end guards comprising vertical posts and horizontally-extending strands or rails, said end guards having passage-ways therethrough in alinement with the walk; of a platform associated with each passage-way and overhanging the end of the car, each of said platforms comprising side bars, a cross-bar connecting the same, and side rails formed by extensions of the top rails of the adjacent end guards, said side rails extending parallel to said side bars, and terminating in vertically-extending parts connected to the side bars substantially at the corners formed by said cross-bar and said side bars, substantially as and for the purpose set forth.

9. The combination with a car; of side guards comprising a plurality of vertically-arranged posts and horizontally-extending upper and lower rails supported thereby, and end guards each comprising two posts spaced a distance apart to provide a passage-way between the same, and upper and lower horizontal rails extending between each of said posts and the adjacent posts of the side guards, one of the upper rails of each end guard having a deflected portion providing a passage-way to one side of the first-mentioned passage-way, substantially as and for the purpose described.

10. The combination with a car; of side guards comprising a plurality of vertically-arranged posts and horizontally-extending upper and lower rails supported thereby, and end guards each comprising two posts, spaced a distance apart to provide a passage-way between the same, and upper and lower horizontal rails extending between each of said posts and the adjacent posts of the side guards, one of the upper rails of each end guard being deflected downwardly to bring a portion of the same in close juxtaposition to the adjacent lower rail, and other portions in parallelism with the posts, substantially as and for the purpose specified.

11. In a safety appliance for railway-cars, the combination with a car; of side guards, end guards having passage-ways therethrough, said guards comprising vertical posts having base-flanges and horizontally-extending rails or strands, the posts of the end guards being arranged on each side of said passage-ways, and a platform associated with each passage-way, including side bars held at their inner ends by the base-flanges of the end posts, substantially as and for the purpose described.

12. In a safety appliance for railway-cars,

the combination with a car; of side guards,
end guards having passage-ways there-
through, said guards comprising vertical
posts having base-flanges and horizontally-
5 extending rails or strands, the posts of the
end guards being arranged on each side of
said passage-ways, and a platform associated
with each passage-way including side bars
held at their inner ends by the base-flanges
10 of the end posts, and extensions of the upper
end rails running parallel with said side bars,
and having their ends deflected downwardly

and connected to the platforms at the outer
corners of the same, substantially as and for
the purpose specified.

In testimony whereof I have hereunto
signed my name, in the presence of two at-
testing witnesses, at Syracuse, in the county
of Onondaga, in the State of New York, this
13th day of February, 1904.

FRANK C. SARGENT.

Witnesses:

D. LAVINE,
S. DAVIS.

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