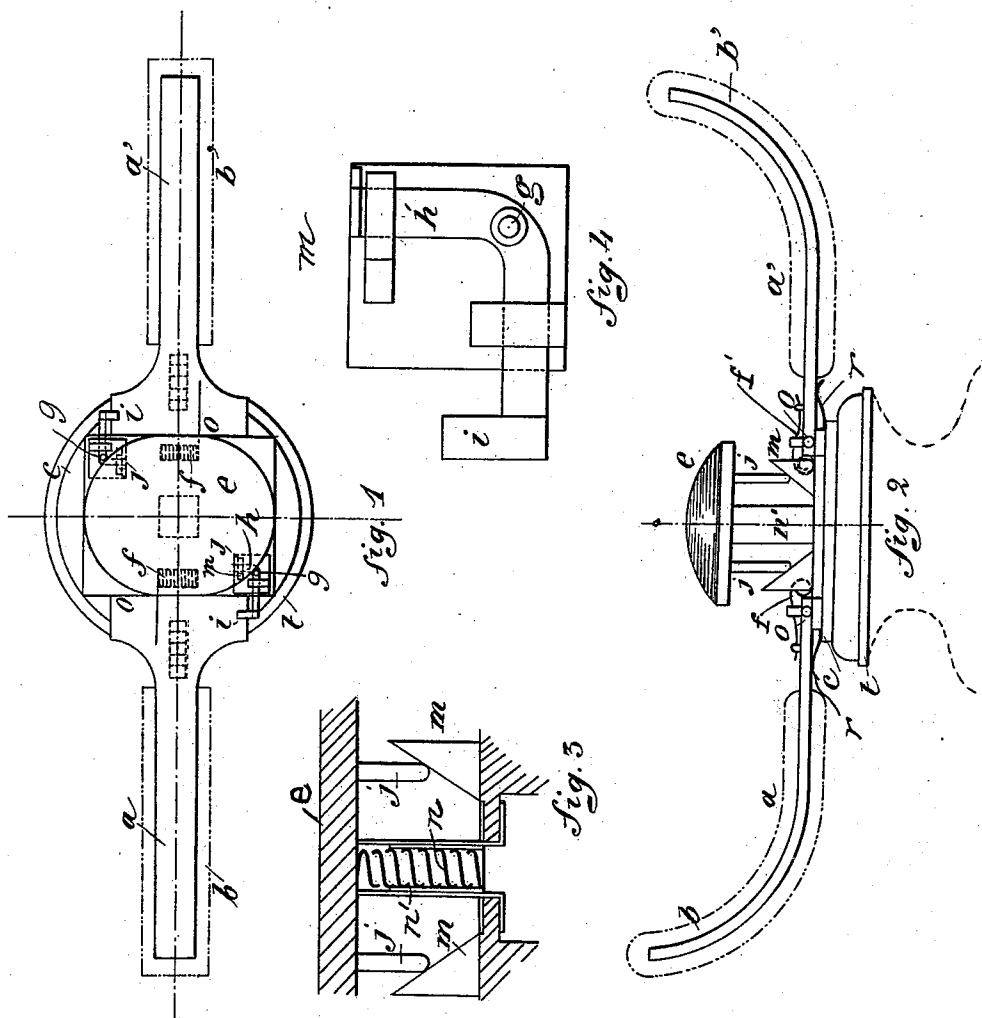


(No Model.)

L. MARTINEAU.
LIFE SAVING DEVICE FOR TRAMWAYS.

No. 512,836.

Patented Jan. 16, 1894.



Witnesses:

E. B. Bolton

E. H. Sturtevant.

Inventor

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By

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UNITED STATES PATENT OFFICE.

LOUIS MARTINEAU, OF LA ROCHE, FRANCE.

LIFE-SAVING DEVICE FOR TRAMWAYS.

SPECIFICATION forming part of Letters Patent No. 512,836, dated January 16, 1894.

Application filed February 28, 1893, Serial No. 464,027. (No model.) Patented in France August 9, 1892, No. 223,498.

To all whom it may concern:

Be it known that I, LOUIS MARTINEAU, a citizen of the French Republic, residing at La Roche, France, have invented certain new and useful Improvements in Life-Saving Devices for Tramways, of which the following is a specification.

The invention has been patented in France, No. 223,498, August 9, 1892.

10 The object of my invention is to provide an automatically operating device for clasp- ing and holding a person or other obstruction which may be struck by the locomotive or car.

15 The device is adapted to be fixed to the forward part of the locomotive or car. When the person is hit by the locomotive it will be caught and held between the arms of the device instead of being thrown down and run over.

20 The apparatus is shown in the annexed drawings of which—

25 Figure 1, is a front view, and Fig. 2, is a plan view of the device shown as attached to the front end of a locomotive or other car, the front of which is represented by the dotted lines.

30 The device consists of two arms *a, a'* pivotally supported by means of hinges *o*, so that they can yield with the person or other obstruction that has been hit by the locomotive. These arms are padded (as shown by the dotted lines *b, b'*) to avoid injury to the person and to cushion the impact.

35 The whole device is attached to a plate *c*, fixed to the buffer *t*. The shock is received by the plate *e*, (padded as indicated,) under

which a spiral spring *n* is located for allowing the plate to yield. The spring is inclosed within telescopic tubes *n'* which serve to support the plate *e*. The plate *e*, is provided on its rear side with two rods *j, j*, which when they move back thrust out the inclined studs *m* of two right angular levers *h* pivoted at the points *g*. The levers *h*, have stop lugs *i* which engage the arms *a, a'* and hold them open, but when the plate *e*, is moved and the rods *j* move the studs *m*, the said lugs *i* will be withdrawn from the arms *a, a'*. As the latter are therefore not held back any longer they close quickly under the influence of two heavy springs *f, f'*, and surround and clasp the person or other obstruction that has been hit. When the arms are open they are prevented from going too far back by springs *r*.

I claim—

1. In combination, the clasp- ing arms *a, a'* adapted to be held on the front of a locomotive or car, the means for holding the arms normally open and the yielding releasing device for the holding means, substantially as described.

2. In combination, the clasp- ing arms *a, a'* under spring tension, the catch levers *h*, for holding the arms normally open the yielding plate *e*, and the connection therefrom to the catch levers for releasing the same from the arms, substantially as described.

LOUIS MARTINEAU.

Witnesses:

E. JANKÉ,

A. C. ZIFFOBANU.