

(No Model.)

J. W. BOICE.
PROTECTOR FOR CAR PLATFORMS.

No. 468,760.

Patented Feb. 9, 1892.

Fig. 1.

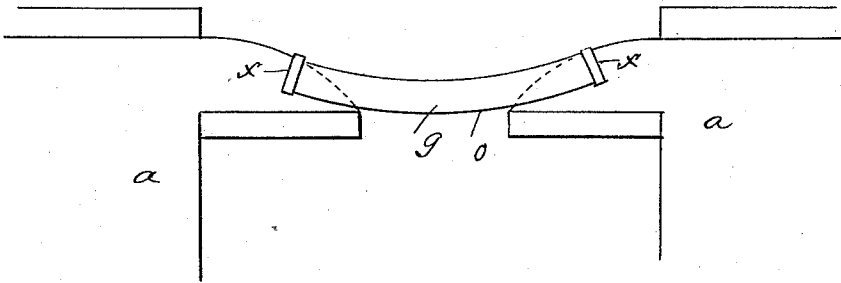


Fig. 2.

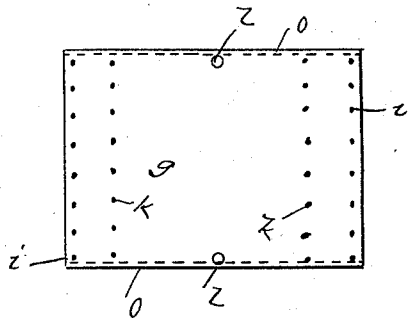


Fig. 3.

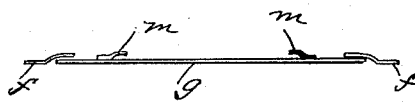
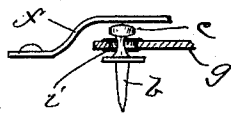


Fig. 4.



Witnesses:

M. E. Hanson.
J. A. Herrow.

Inventor.

John W. Boice.
Per. O. D. Lewis

Atty.

UNITED STATES PATENT OFFICE.

JOHN W. BOICE, OF ALLEGHENY, ASSIGNOR OF ONE-THIRD TO A. H. JARECKI,
OF ERIE, AND E. A. WEART, OF PITTSBURG, PENNSYLVANIA.

PROTECTOR FOR CAR-PLATFORMS.

SPECIFICATION forming part of Letters Patent No. 468,760, dated February 9, 1892.

Application filed January 20, 1891. Serial No. 378,474. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. BOICE, a citizen of the United States, residing at Allegheny, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Smoke, Cinder, Cold-Air, and Water Protectors; 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 pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to an improved dust, smoke, and weather guard for railway-cars; and it consists in a detachable apron secured to the roof of two adjoining cars, as will be fully set forth hereinafter.

In the accompanying drawings, Figure 1 is a side elevation of a portion of two railway-cars coupled together and having arranged thereon my improved guard. Fig. 2 is an inverted plan view of the apron. Fig. 3 is an edge elevation of the same. Fig. 4 is an enlarged side elevation of one of the tacks, showing a portion of the guard secured thereto.

To put my invention into practice with two adjoining railway-cars *a* coupled together, I place on the roof of each and at right angles to the length of the car a row of tacks *b*, each of which is provided with a large head *c*, and are arranged at regular intervals. These rows of tacks are located a short distance from the ends of the roof and are covered and protected by a flexible strip *f*, one edge of which is securely attached and the other projecting a short distance over the tacks *b c*. (See Fig. 4.) I now provide an asbestos, canvas, rubber, or other suitable apron *g*, having a series of eyelets *i*, arranged along two opposite edges, and spaced to correspond to the arrangement of tacks *b c*, secured on the roof. This apron *g* is secured to the tacks, and the edges projecting beneath the covers *f* prevents water, dust, &c., from passing beneath. This apron *g* is provided with two other rows of eyelets *k*, located a short dis-

tance back of those before described, and are used when the space between the cars is less than usual. These eyelets *k* are also protected by overhanging strips *m*. (See Fig. 3.) Two openings *l* on opposite sides of the apron afford a means for the escape of rain-water.

In operation the apron is attached in position on the top of two adjoining cars, as shown at Fig. 1, and affords protection from rain, cinders, smoke, dust, cold-air draft, &c., and prevents the same from entering the cars when the doors are opened.

It is obvious that by the use of this device, a great saving of fuel is obtained, as the same prevents the inrush of cold air into the cars when the door is opened, and also prevents the air from pressing against the ends of the cars when they are moving at a high speed, which greatly retards the train; but by the use of a device of this character all this back-pressure is dispensed with as the air moves over the apron and the tops of the cars.

By forming a seam *o* on the two outer edges of the apron a gutter or shallow channel is formed, which conducts the rain-water to the openings *l*. This apron *g* is so constructed as to be sufficiently elastic to overcome the movement of the cars about curves, which stretches the one side of the apron, and thus preventing any rupture of the same.

In the thus described invention I claim—

1. The combination, with the roofs of railway-cars having fastening means thereof, of a connecting covering engaging said fastening means, and strips projecting over said fastening means and the ends of covering and serving to protect the same, substantially as described.

2. In a car-canopy, the combination, with the headed fastener *b*, having a series of eyelets *i*, adapted to engage said fasteners, of strips *m*, all substantially as shown, and for the purposes specified.

3. In a car-canopy, the combination, with the headed fasteners *b*, of the apron *g*, having

a series of eyelets *i*, adapted to engage said fasteners, and strips *m*, all substantially as shown, and for the purposes specified.

4. The herein-described device for the purpose specified, consisting of the headed fasteners *b*, flexible strips *f*, apron *g*, having eyelets *i*, openings *l*, and gutters *o*, and strips *m*, all arranged, combined, and operating substantially as shown and described.

In testimony that I claim the foregoing I do hereunto affix my signature this 6th day of December, A. D. 1890.

JOHN W. BOICE. [L. S.]

In presence of—

M. E. HARRISON,

JOHN C. THOMPSON.