

A. H. ALLEN.

Safety Bridge.

No. 67,701.

Patented Aug. 13, 1867.

Fig. 2.

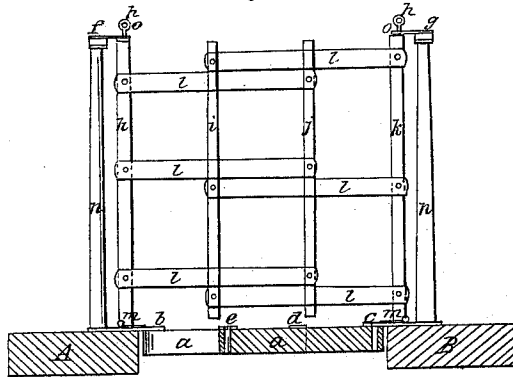
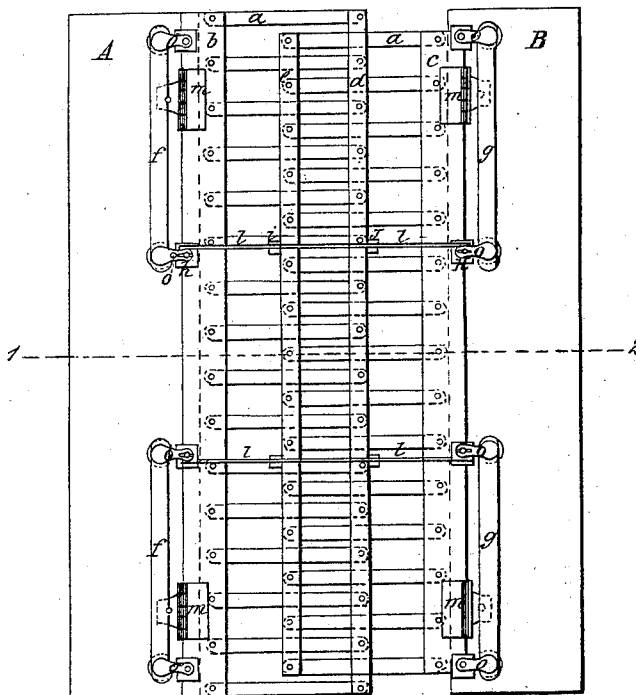


Fig. 1.



Witnesses:

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ALEXANDER H. ALLEN, OF HARTFORD, CONNECTICUT.

Letters Patent No. 67,701, dated August 13, 1867.

IMPROVED SAFETY-BRIDGE AND GATES FOR RAILROAD CARS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, ALEXANDER H. ALLEN, of Hartford, in the county of Hartford, and State of Connecticut, have invented a new and improved Mode of Constructing and Applying Extension Safety Railroad Car Bridges; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The nature of my invention consists in providing an extension bridge made of any suitable material, as iron or other metal, and attaching the same to the platform or foot-board of railroad cars by means of strap hinges, one part of which is permanently attached to the bridge, and the other, or strap part, attached to a hook or other suitable device on the platform or foot-board.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation. On reference to the accompanying drawings, which form a part of this specification—

Figure 1 is a plan or top view of my improvement in extension safety railroad car bridges.

Figure 2 is a sectional view on line 1-2, fig. 1.

A and B, fig. 1, represent the platforms of the cars to which the hinges *m* are attached. *b*, *c*, *d*, and *e* represent the framing of the bridge, to which are riveted the treads *a a* at each end. In starting up the cars the tendency is to draw out the bridge, which is so constructed that *d* and *e* rest upon the treads *a a*, and are supported by the treads in consequence of the peculiar construction of the bridge. The standards *n*, fig. 2, are inserted into the platform at one end, and at the other are joined together by the strips of metal *f* and *g*, fig. 1, and also have upon their upper ends an arm, *o*, projecting outward from the car, and a hole for the reception of a pin, *p*, fig. 2, which enters a hole in the top of the standards *h* and *k*, which have each three arms *i* riveted to the double standards *i* and *j*, forming an extension gate between the car platforms and on each side of the passage-way, across the extension safety bridge and between the standards *n*, fig. 2.

It will be clearly seen that upon removing either of the pins *p*, fig. 2, the gates may be swung around until the standard *h* or *k*, as the case may be, will be brought under the outer arm *o* on the standard *n*; the pin may be then inserted in the hole of the arm *o*, and the gate will then be fast. The same operation may be gone through with, and the other gate will be out of the way of the platform in the same way as the first-described gate. Either of the strap hinges *m* may then be unhooked or removed from the fastening on the platform and then the bridge may be lifted up against the standards *n*, fig. 2, and the uncoupling of the cars can then be done in the usual manner.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The railroad car bridge constructed as described, consisting of the hinged frames *b c d e*, riveted to the treads *a a* at each end, upon which the parts *d e* rest and slide, sliding and swinging gate *h k* removably pivoted to the standards *n*, all arranged to operate as described to prevent the coupling and uncoupling of the cars, as herein shown and described.

2. The gates pivoted to the standards *n* by means of the arms *o* and pins *p* in such a manner as to admit of being swung upon the platform of the cars, as herein described for the purpose specified.

3. The combination of the removably pivoted swinging gates with the standards *n*, sliding hinged frames *a b c d e*, and platforms A B of the railroad car, as herein set forth for the purpose specified.

ALEXANDER H. ALLEN.

Witnesses:

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