(No Model.)

B. C. SEATON.

SAFETY ATTACHMENT FOR CARS.

No. 456,126. Patented July 14, 1891.

Fig. 1.

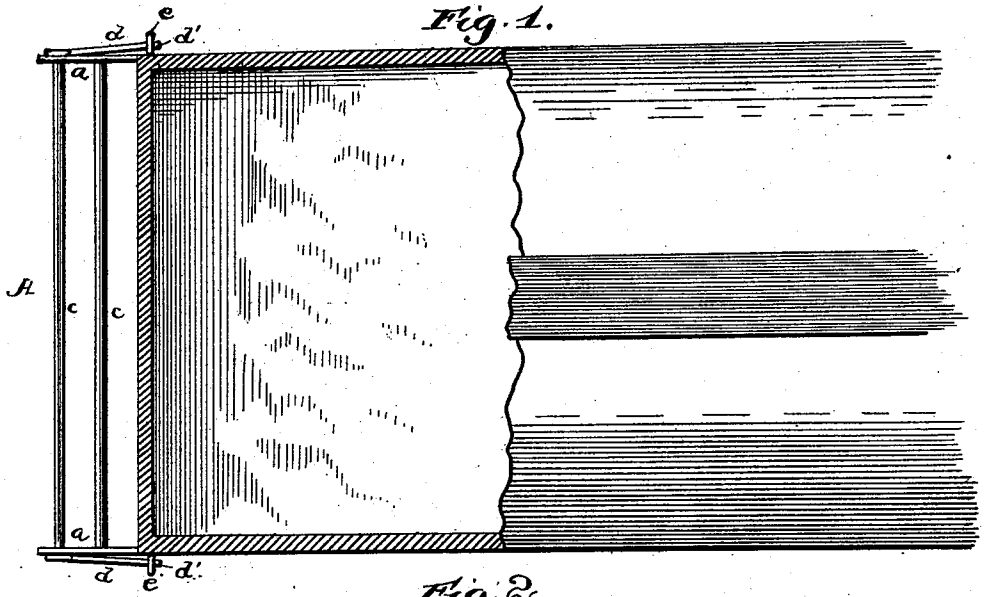


Fig. 2.

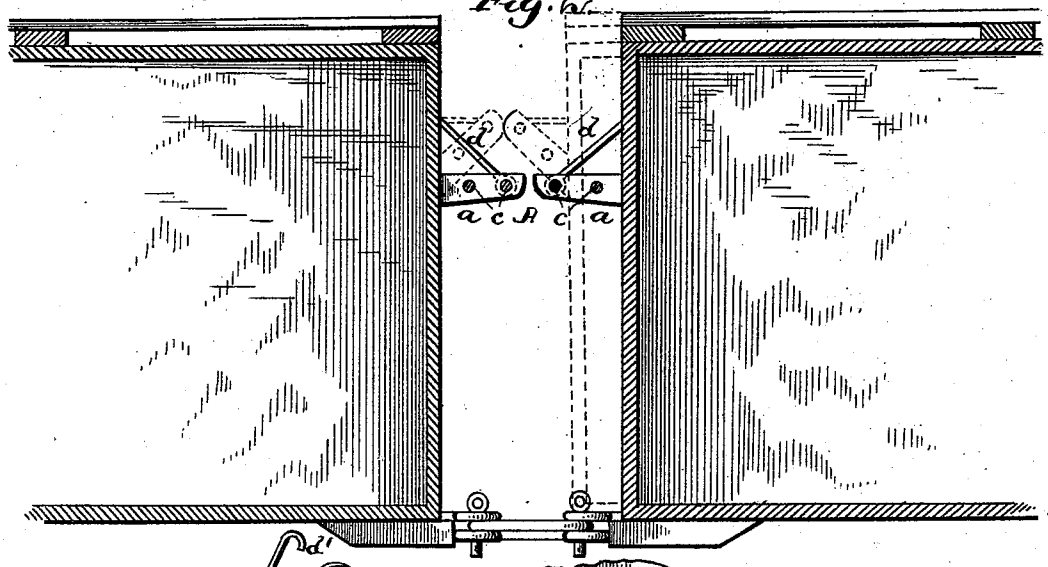
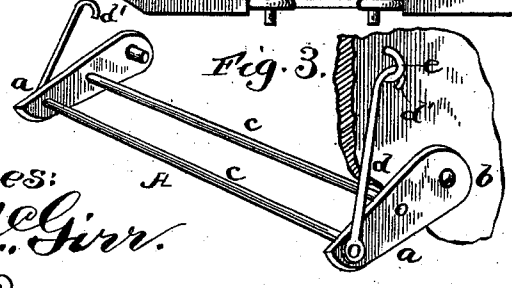


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

BENJAMIN COPLIN SEATON, OF NASHVILLE, TENNESSEE, ASSIGNOR OF ONE-HALF TO A. W. SOUTHWORTH, OF SAME PLACE.

SAFETY ATTACHMENT FOR CARS.

SPECIFICATION forming part of Letters Patent No. 456,126, dated July 14, 1891.

Application filed April 11, 1891. Serial No. 388,562. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN COPLIN SEATON, a citizen of the United States of America, residing at Nashville, in the county of Davidson and State of Tennessee, have invented certain new and useful Improvements in Safety Attachments for Cars, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention has relation to certain improvements in safety attachments for cars, more particularly freight-cars, either box or flat, having for its object to prevent liability of the brakeman falling between the cars and being hurt or killed in event of slipping or missing his footing in passing or running along the top of the cars, and yet it is adapted to flex or fold as the cars jam together and automatically assume its original or normal position as the cars separate; and to these ends the nature of the invention consists in the novel combination and arrangement of parts, all substantially as hereinafter more fully set forth, and pointed out in the claim.

In the drawings, Figure 1 is a broken plan view of a car with my safety attachment applied thereto. Fig. 2 is a cross-sectional view showing two cars with an attachment applied to each car and the attachment in a flexed or folded position, the cars being jammed together; and Fig. 3 is an enlarged detached perspective view of the attachment.

In the embodiment of my invention I pivotally support upon each end of the car, close to the top, a supplemental platform or guard A. This guard consists of two side pieces or bars having their inner ends connected or pivoted to the sides of the cars by means of the bolt, lugs, or screws *b*, and between these side pieces or bars *a* are held or secured the longitudinal pieces or rods *c*, forming the bottom of the platform or guard. To the side pieces or bars *a*, near or at their outer ends, are pivotally connected or attached the lower ends of the oblique suspending metal straps *d*, the connection being effected, it may be, by the passage of the ends of the outer one of the rods *c* therethrough and swaging or upsetting said ends, forming flanges or heads thereon to prevent lateral displacement of said suspending-straps.

The suspending-straps *d* pass through and are adapted to slide in eyebolts *e*, secured in the sides of the car, and have at their upper ends stops or hooks *d'*, adapted normally to engage the eyes of said eyebolts and retain or suspend the guard or platform A in an inclined position, the inclination being upward and outward to permit, as the cars come or jam together, opposite platforms or guards, which bridge the intervening space between the cars to flex or fold toward the cars, to allow the platforms or guards to automatically assume their original or normal position. Thus it will be seen that should the brakeman in running or passing along the tops of the cars attempt to jump from one car to another or otherwise miss or lose his footing or hold, his fall would be intercepted by the platforms or guards, preventing his being precipitated or falling below and being hurt or killed.

This invention, it will therefore be seen, serves as a safeguard against the possible loss of life or a limb or limbs of a train-man, which would involve the railroad company, resulting alike disastrously to both employé and employer, which this my invention avoids.

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

The combination, with a car, of a safety attachment comprising the longitudinal pieces or rods, to which are pivoted or connected side pieces or bars having their inner lower ends pivoted to the sides of the car, and the oblique suspending-straps pivoted at their lower ends to the outer ends of said side pieces or bars and adapted to slide in eyebolts on the car, and having hooks or stops adapted to engage the eyes of said bolts and retain the platform or guard in an upward and outward inclined position, substantially as specified.

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

BENJAMIN COPLIN SEATON.

Witnesses:
W. M. DOUGLASS,
A. ROGERS.