

(No Model.)

2 Sheets—Sheet 1.

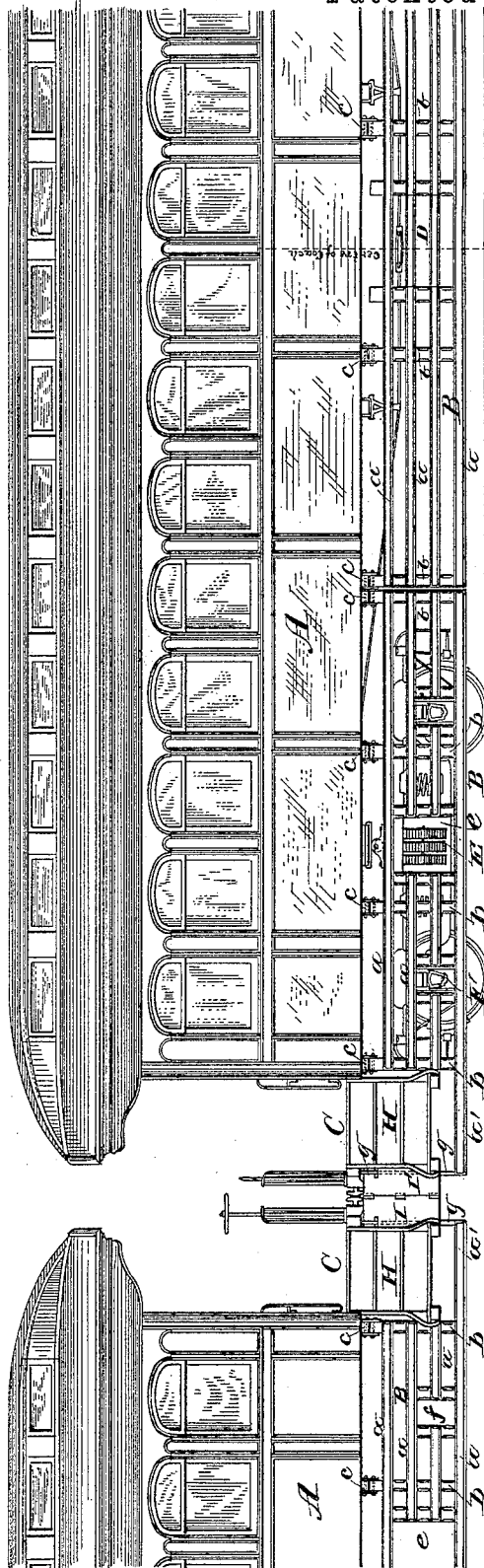
E. A. WESCOTT.

SAFETY GUARD FOR RAILWAY CARS.

No. 357,800.

Patented Feb. 15, 1887.

*Fig. 1.*



*Fig. 5.*



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Fig. 2.

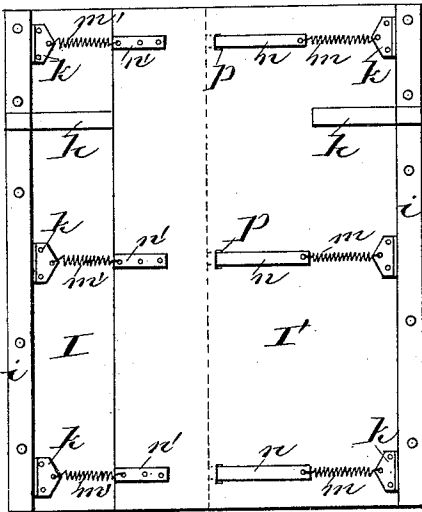


Fig. 3.

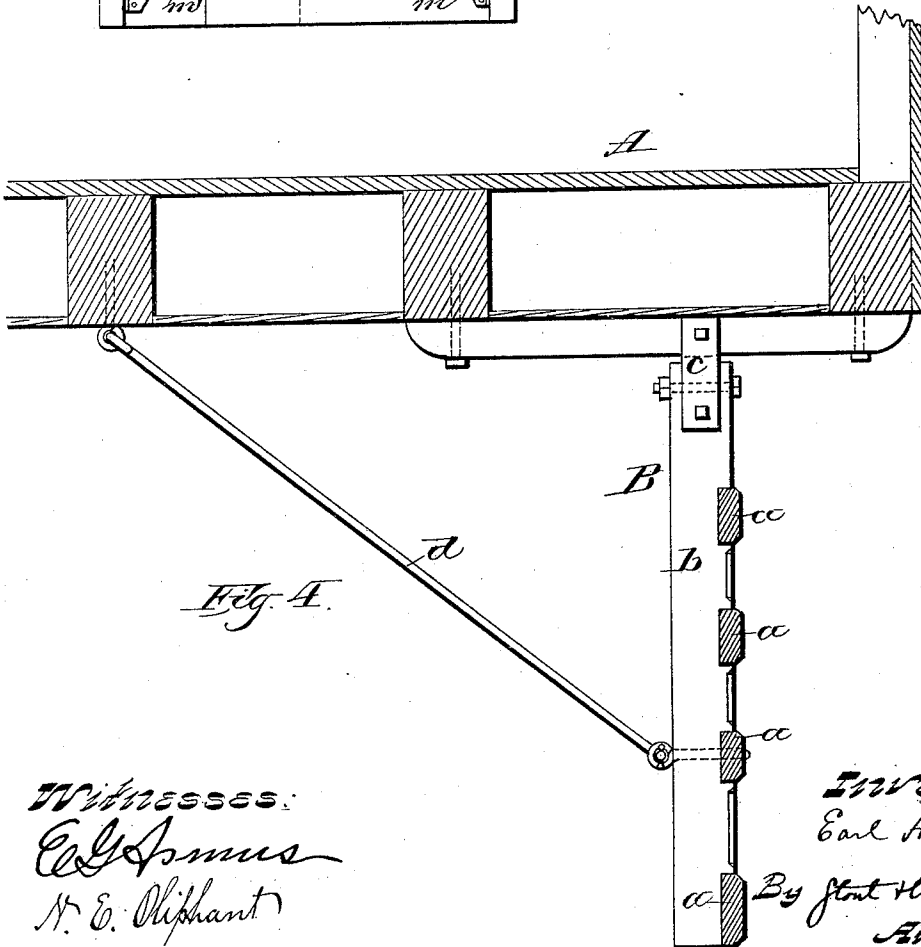
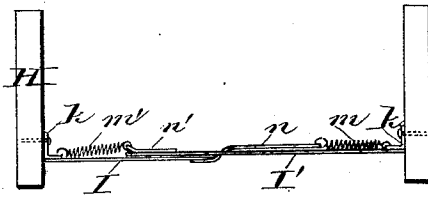


Fig. 4.

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# UNITED STATES PATENT OFFICE.

EARL A. WESCOTT, OF MINNEAPOLIS, MINNESOTA, ASSIGNOR OF ONE-HALF  
TO MILTON BLANCHARD, OF SAME PLACE.

## SAFETY-GUARD FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 357,800, dated February 15, 1887.

Application filed June 29, 1886. Serial No. 206,585. (No model.)

*To all whom it may concern:*

Be it known that I, EARL A. WESCOTT, of Minneapolis, in the county of Hennepin, and in the State of Minnesota, have invented certain new and useful Improvements in Safety-Guards for Railway-Cars; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates to safety-guards for railway-cars; and it consists in certain peculiarities of construction, as will be fully described hereinafter with reference to the accompanying drawings, in which—

Figure 1 represents a side elevation of a portion each of two railway-coaches having my invention applied thereto; Fig. 2, a rear elevation of the apron; Fig. 3, an edge view of this apron; Fig. 4, a detail transverse section showing the manner of attaching the guard-sections to the car, and Fig. 5 a top plan view of an inspection-gate.

Referring by letter to the drawings, A A represent portions of railway-coaches having my safety-guard attached thereto. That portion of the guard that is secured to the coach-bodies is preferably constructed of wood, though other suitable material may be employed, and said portion of the guard is usually composed of a series of longitudinal sections, B, that are secured to the under side of the respective coaches at or near the outer edges of the latter throughout their length, including the platforms C, said sections being of sufficient width in a vertical direction as to come down to within a suitable distance of the ground, and outside the wheels.

The guard-sections B are preferably composed of horizontal strips *a*, joined to vertical strips *b*, these latter being arranged at suitable intervals and bolted or otherwise suitably secured to hangers *c*, that depend from the under side of the coach-bodies. These guard-sections are braced and prevented from swinging by means of rods *d*, each having one of its ends detachably secured at or near the bottom of a section, and the other likewise connected to the under side of the coach, as shown by Fig. 4, said rods being arranged at suitable intervals.

In order to permit workmen to pass under

the coaches for the purpose of inspecting the trucks, repairing, &c., I provide one or more of the guard-sections with a door, D, that is illustrated in detail in Fig. 5, and those sections that come at the ends of the coaches are provided with openings *e f*, for the respective ends of the truck-springs E and axle-boxes F, these end sections having the lower one of their horizontal strips *a* extended, as shown at *a'*, Fig. 1, so as to come out in line with the sides of the adjacent platforms G, and are secured to vertical hangers *g*, that depend from said platforms. Secured to the steps H of the platforms G are apron-sections I I', that form extensions of the main guards, and are provided with slots *h*, through which pass the vertical hangers *g*, said apron-sections being composed of suitable flexible material, preferably strong canvas. The stiffening-strips *i* of each apron-section I has secured thereto plates *k*, to which are secured the inner ends of spiral or other suitable springs, *m m'*, the outer ends of these latter parts being connected to strips *n n'*, said apron-sections overlapping each other when the coaches are coupled together. When the coaches are united, the strips *n'*, secured to the apron-sections I', are detachably connected to the springs *m'*, that are in turn secured to the plates *k*, attached to the stiffening-strip *i* on the apron-section I. The strips *n* are united at their inner ends by means of the springs *m* to the plates *k* on the stiffening-strip *i* of the apron-section I, while their outer or free ends pass through slots *p* in this latter section to come over upon the one, I, as illustrated by Figs. 2 and 3.

By the construction of the apron-sections and the means for uniting the same, as above described, they are allowed free movement, one upon the other, to compensate for the varying motion of the coaches while running, especially in passing around curves in the track, to thereby prevent straining or tearing of said sections.

The main guard-sections B render it impossible for a person falling from the end or side of the coaches to be struck or run over by the wheels, and the apron composed of the sections I I' being connected to the steps of the coaches to fill the gap between each two there-

of persons falling from said steps or the platform are likewise prevented from being struck or run over by the wheels, as the tendency is to throw such person clear of the track.

5 Although I have described my invention more particularly in connection with railway passenger-coaches, the same is equally applicable to freight or street cars.

Having thus fully described my invention, 10 what I claim as new, and desire to secure by Letters Patent, is—

1. A safety-guard for railway-cars, consisting of a depending structure secured to the bodies of said cars, to come outside the wheels 15 thereof and extend to within a sufficient distance of the ground, and detachably-united apron-sections of canvas or other suitable material secured to the respective car steps or platforms of each car to form extensions of the 20 main structure, as set forth.

2. A safety-guard for railway-cars, consisting of a depending structure secured to the bodies of said cars throughout their length, and outside the wheels thereof, and this structure 25 provided with inspection doors and openings for the ends of the truck-springs and axle-boxes, as set forth.

3. A safety-guard for railway-cars, consisting of a series of sections, each comprising 30 horizontal and vertical strips arranged at suitable intervals, each section removably connected to a car-body, and detachable brace-rods secured at their respective ends to said sections and under side of the car, as set forth.

4. A safety-guard for railway-cars, consisting of a depending structure secured to the body of the cars, outside the wheels thereof, and extended to within a sufficient distance of the ground, and flexible apron-sections secured to the steps or platforms of each car to form 40 extensions of the main structure, the opposing apron-sections of each two cars throughout a train overlapping and having a yielding play one upon the other, as set forth.

5. In a safety-guard for railway-cars, that 45 consists of a depending structure secured to the body of the cars, outside the wheels thereof, and extended to within a sufficient distance of the ground, and flexible apron-sections that are secured to the car steps or platforms, the 50 apron-sections of one car provided with suitable springs that engage the apron-sections on the opposing car, and the latter of said sections having connected thereto by suitable 55 springs securing-strips that come outside over the former sections, as and for the purpose set forth.

In testimony that I claim the foregoing I have hereunto set my hand, at Minneapolis, in 60 the county of Hennepin and State of Minnesota, in the presence of two witnesses.

EARL A. WESCOTT.

Witnesses:

MILTON BLANCHARD,  
E. R. BRENT.