

J. Q. BROWN & H. L. GRISWOLD.
STREET CAR GUARD RAIL.
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1,060,063.

Patented Apr. 29, 1913.

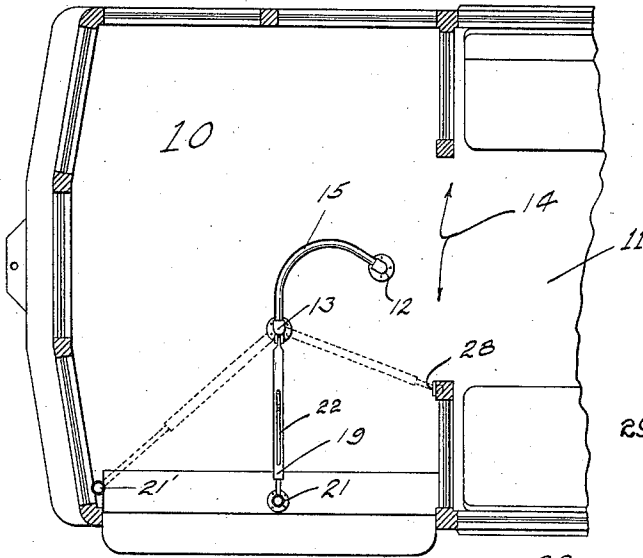


Fig. 1.

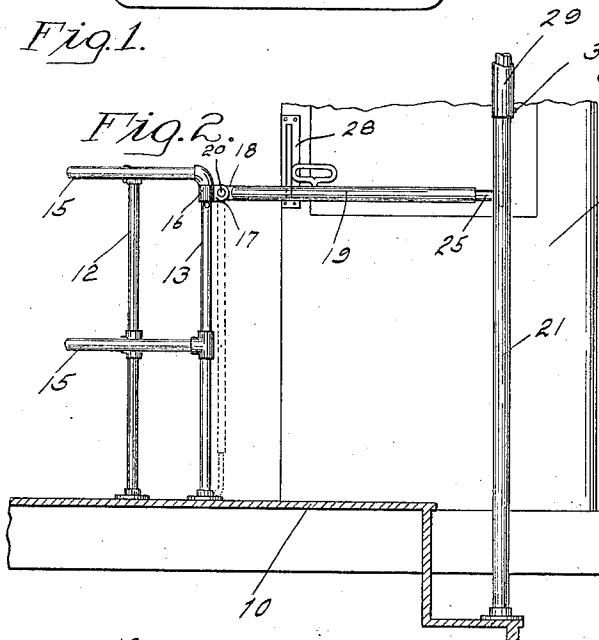


Fig. 2.

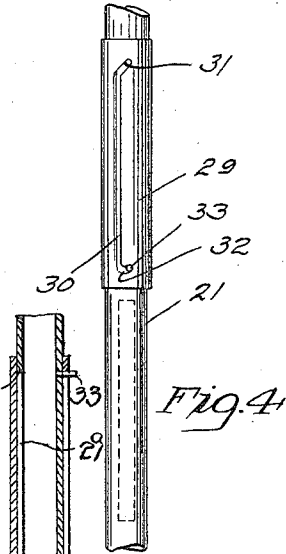


Fig. 4.

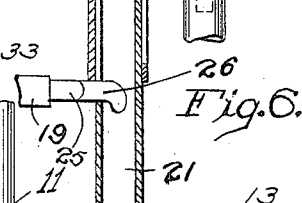


Fig. 6.

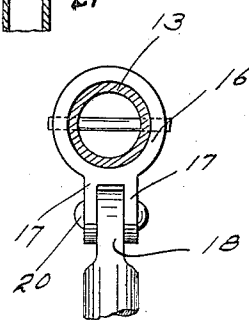


Fig. 5.

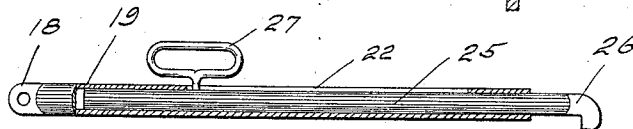


Fig. 3.

Witnesses

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UNITED STATES PATENT OFFICE.

JOHN Q. BROWN AND HOWARD L. GRISWOLD, OF OAKLAND, CALIFORNIA.

STREET-CAR GUARD-RAIL.

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Specification of Letters Patent.

Patented Apr. 29, 1913.

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To all whom it may concern:

Be it known that we, JOHN Q. BROWN and HOWARD L. GRISWOLD, citizens of the United States, residing at Oakland, in the county of Alameda and State of California, have invented certain new and useful Improvements in Street-Car Guard-Rails, of which the following is a specification.

This invention relates to car constructions, and the principal object of the invention is to provide a device which will permit the conductor to more readily handle a large crowd, and to either permit persons to get on and off the car at the same time, or to prevent persons from getting on or off if desired.

The invention comprises in brief a swinging rail which is so constructed that it may be swung in front of the inlet or outlet passage-ways of the car platform, or may be swung between the passage-ways thus leaving both passage-ways open.

A particular object of the invention is to provide an improved type of swinging arm and an improved means for holding the arm in a desired position.

In the accompanying drawing:—Figure 1 is a sectional view through a car platform showing the swinging arm in top plan. Fig. 2 is a transverse sectional view through the platform and showing the invention in side elevation. Fig. 3 is an enlarged view of the arm showing the outer tubing in longitudinal section. Fig. 4 is an enlarged fragmentary view of the dividing pole mounted upon the step. Fig. 5 is an enlarged view of one end of the outer tubing. Fig. 6 is a vertical sectional view through the pole 21 and shows the sleeve 29 in a lowered position.

Referring to the accompanying drawing, it will be seen that the invention is used in connection with the platform 10 of a car 11 and is used so that passengers may easily pass into and out of the car without unnecessary crowding. Standards 12 and 13 are mounted upon the platform 10 in front of the passage-way 14, and are connected by the curved rails 15 so that a place is formed between the standards 12 and 13 for the conductor to stand in, thus keeping the conductor out of the way and preventing him from being interfered with by the passengers getting on or off of the car.

A collar 16 is secured to the upper end portion of the standard 13 and is provided

with pivot ears 17 between which the reduced end portions 18 of a sleeve 19 are pivotally mounted upon the pivot pin 20. This sleeve is somewhat shorter than the distance between the standard 13 and the pole 21, and is provided with a longitudinally extending slot 22. A bar 25 is slidably mounted in the sleeve 19 and is provided with a reduced end portion 26 which is bent to form a hook, as clearly shown in Fig. 3. A handle 27 extends from the bar 25 through the slot 22 and may be grasped by the conductor so that the bar may be slid into and out of the sleeve very readily when desired.

When it is desired to have passengers get on and off of the car at the same time, the bar is in the position shown in Figs. 1 and 2 with the hook 26 positioned in a slot 21^a formed in the pole 21. If it is desired to prevent passengers from leaving the car, the sleeve is swung to the dotted line position at the right of Fig. 1, the collar 16 being rotatably mounted to permit this, and the handle 27 is then grasped and the bar moved outwardly a sufficient distance to permit the hook 26 to pass into the slot of the plate 28. If it is desired to permit passengers to leave the car and prevent others from getting upon the car, the sleeve is swung to the position at the left of Fig. 1, and the bar 25 moved outwardly to its full extent and the hook 26 placed in a slot formed in the pole 21'.

A sleeve 29 is slidably mounted upon the pole 21 and is provided with a slot 30 having curved end portions 31 and 32. A pin 33 extends through this slot 30 to limit the longitudinal movement of the sleeve 29, and is adapted to be positioned as shown in Fig. 4 in order to hold the sleeve in a raised position. After the hook 26 has been positioned in the slot formed in the pole 21, the sleeve may be locked to close the slot formed in the pole and thus act as a lock to prevent accidental removal of the hook from the slot. This sleeve will, therefore, hold the bar in place and thus keep the dividing rail normally in the position shown in Fig. 1.

Having thus described the invention, what is claimed as new, is:—

1. A device of the character described comprising a standard, a pole positioned adjacent said standard and provided with a vertically extending slot, a dividing bar connected with said standard and having its outer end portion bent to form a hook

adapted to be positioned in the slot of said pole, and a sleeve slidably mounted upon said pole and adapted to be moved to cover the major portion of the slot formed therein and rest upon the bar to hold the hooked end of the bar in the slot formed in the pole.

2. A device of the character described comprising a standard, a pole positioned adjacent said standard and provided with a vertically extending slot, a sleeve slidably mounted upon said pole and provided with a longitudinally extending slot having curved end portions, a pin passing through said slot to limit the movement of said sleeve, and a dividing bar connected with said standard, and having its end portion formed into a hook to be positioned in said slot of said pole, said sleeve acting as a rail to hold said bar in place.

3. A device of the character described comprising a standard, a pole positioned

adjacent said standard and provided with a longitudinally extending slot, a tube pivotally connected with said standard and provided with a longitudinally extending slot, a bar slidably mounted in said tube and having its outer end portion reduced and formed into a hook adapted to be positioned within the slot of said pole, an operating handle carried by said bar and passing through the slot formed in said tube, and a locking sleeve slidably mounted upon said pole for holding the hook of said bar within the slot of said pole.

In testimony whereof we affix our signatures in presence of two witnesses.

JOHN Q. BROWN.
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Witnesses:

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."