

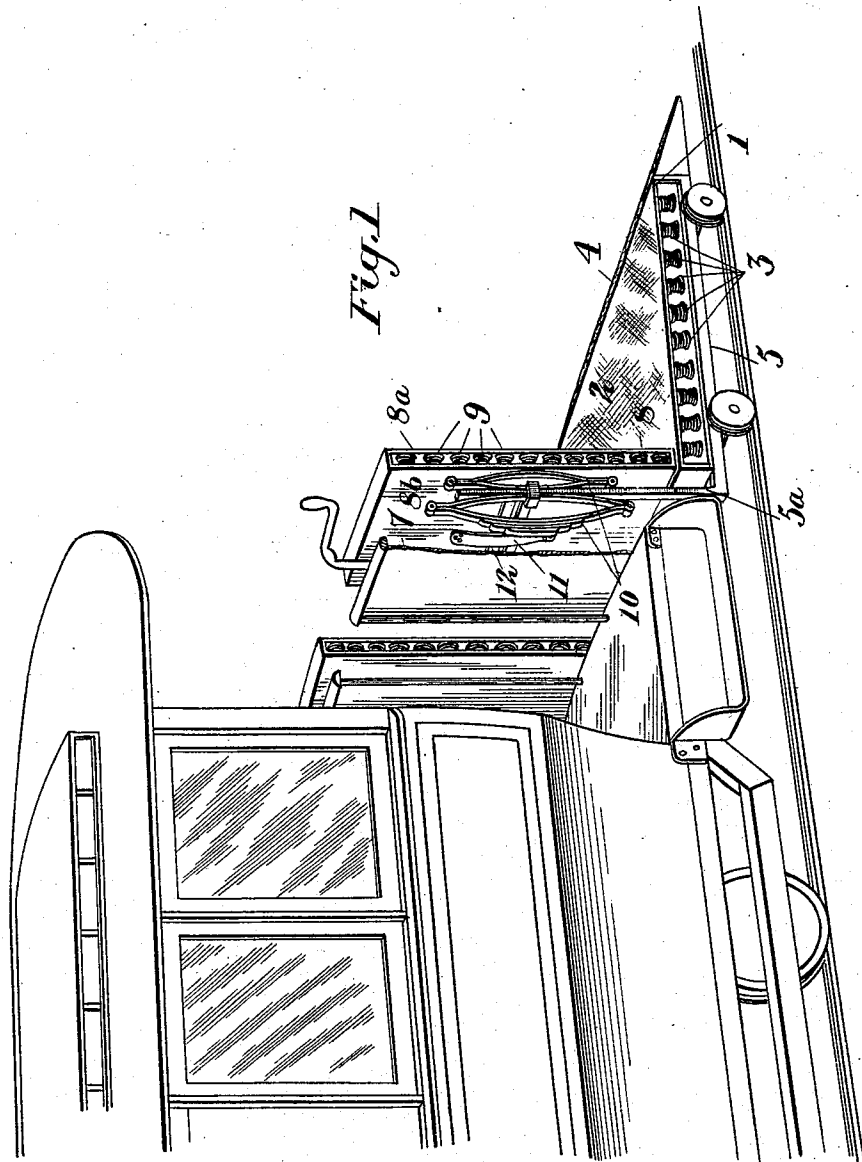
(No Model.)

2 Sheets—Sheet 1.

W. T. LACON.
LIFE SAVING GUARD FOR CARS.

No. 533,067.

Patented Jan. 29, 1895.



Witnesses

H. J. McMillan
J. E. Cameron

Inventor

William T. Lacon
by C. H. Jones
Attorney

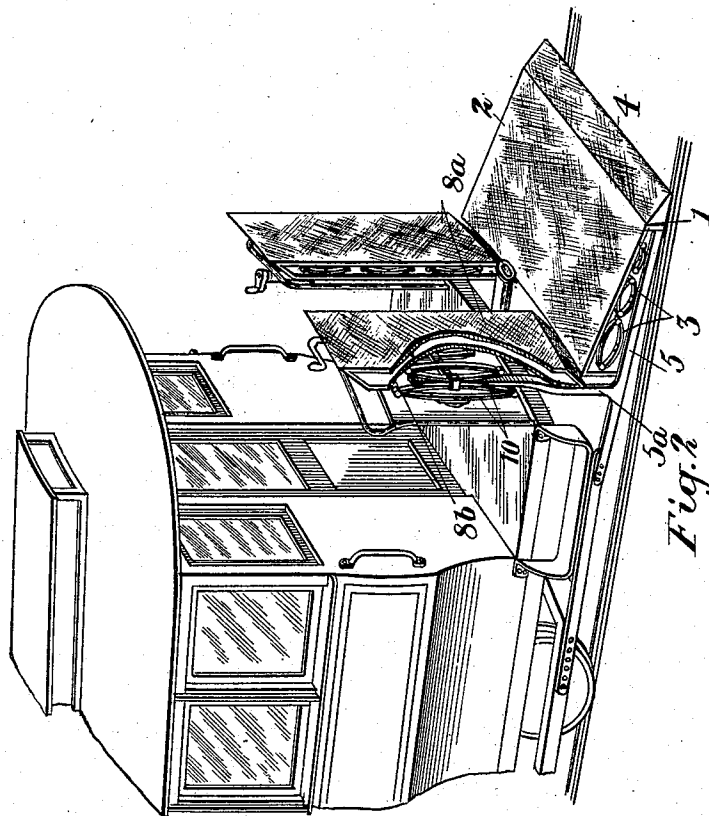
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UNITED STATES PATENT OFFICE.

WILLIAM THOMAS LACON, OF TORONTO, CANADA.

LIFE-SAVING GUARD FOR CARS.

SPECIFICATION forming part of Letters Patent No. 533,067, dated January 29, 1895.

Application filed March 8, 1894. Serial No. 502,944. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM THOMAS LACON, of the city of Toronto, in the county of York and Province of Ontario, Canada, have

invented certain new and useful Improvements in Life-Saving Guards for Street-Cars; and I hereby declare that the following is a full, clear, and exact description of the same.

This invention relates to a means whereby accidents to life and property can be avoided; and the object of the invention is to construct a life saving guard so that it will in the case of possible accident, pick up the body and carry it in advance of the car, and thus prevent the wheels of the car passing over the body, and maiming or mutilating any of the several parts, or crushing out the life; and the invention consists essentially of a life saving guard composed of a cushioned platform having an inclined wedge-shaped front suitably cushioned, by means of which the body can be raised from the level of the track, and lifted on the platform where it is carried, until removed; the whole device being constructed and arranged as hereinafter more fully set forth, and more particularly pointed out in the claim.

In the drawings: Figure 1 is a perspective view of the front of a car showing my attachment. Fig. 2 shows an alternative form of the same, in mechanical construction differing slightly from the construction shown in Fig. 1, but exactly the same in principle.

Like numerals of reference refer to like parts throughout the specification and drawings.

The guard consists of a platform 1 preferably constructed with a yielding top 2 supported as shown in Fig. 1 by coiled springs 3. The platform 1 is provided with an inclined wedge shaped front 4, by means of which the bodies can be lifted from the track on the top 2 of the platform. To prevent the force of the blow of the front 4 injuring the body when coming in contact therewith, the front 4 is composed of rubber or other flexible tenacious material, or may be fitted, when required, with a cushion. The top 2 is supported by springs 3 resting on a suitable

framework 5 secured to the lower front part of the car by means of iron stays 5^a. Located in front of the dashboard 7 is a buffer 8 comprised of a front 8^a of flexible material and a back framework 8^b. Between the front 8^a and framework 8^b is a series of springs 9. The object of the buffer 8 is to prevent the body when coming in contact with the dashboard 7 being injured thereby. To further assist the buffer 8 in gently arresting the movement of the body, elliptical springs 10 are located between the dashboard and the back of the buffer.

This life saving guard can be attached to the front of any trolley car without interfering in any manner with the arrangement of the other parts, and can be placed in position or removed from the car by a mechanic of ordinary ability. The back of the buffer 8 is provided with a staple 11, through which passes a bar 12, secured to the elliptical springs 10, in order that the buffer 8 can be moved longitudinally. As shown in Fig. 1 the platform 1 is preferably provided with wheels to travel along the car rails, in order to enable the platform to properly sustain the weight of its load.

It might here be stated that the higher the proposed rate of speed of the car the longer it is found desirable to make the platform or guard, and the slower the rate of speed the shorter may be made the length of the guard or platform.

An additional advantage in the use of such a guard or platform is in the fact that passengers can step on or off the car by means of the platform, without the danger or risk of being run over by the motion of the car.

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

In a life saving guard for cars the combination of the platform 1 having a yielding top 2 supported by springs 3 and having an inclined wedge-shaped front of resilient material a framework 5 secured to the lower front part of the car by means of stays 5^a upon which are supported the springs 3, a buffer 8 comprised of a front 8^a of resilient

material, and a back framework 8^b, a series
of springs between the front 8^a and the back
8^b, and springs 10 located between the dash-
board and the back 8^b of the buffer, a staple
5 11 at the back of the buffer 8, and a bar 12 se-
cured to the elliptical springs passing through
said staple to admit of the longitudinal ad-

justment of the buffer, substantially as de-
scribed.

Toronto, February 20, 1894.

WILLIAM THOMAS LACON.

In presence of—

C. H. RICHES,

J. E. CAMERON.