

(No Model.)

S. F. CLOUSER.  
SAFETY GUARD FOR CARS.

No. 533,632.

Patented Feb. 5, 1895.

Fig. 1.

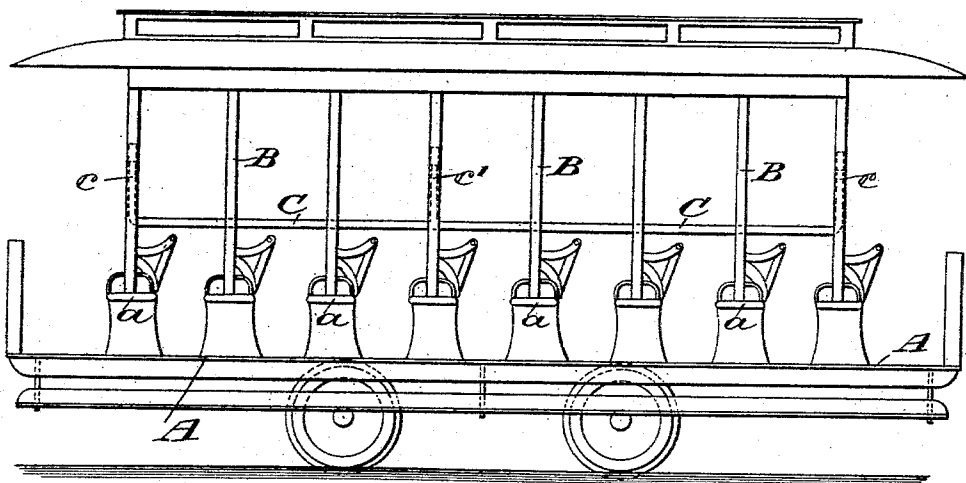


Fig. 3.

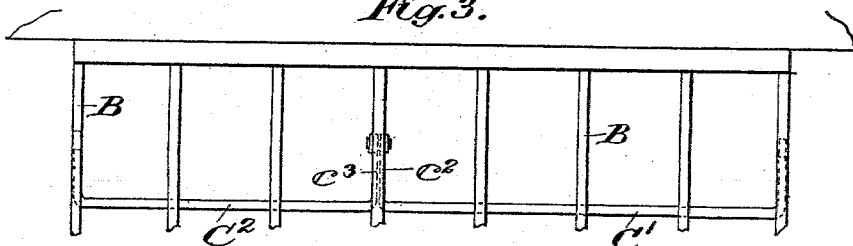
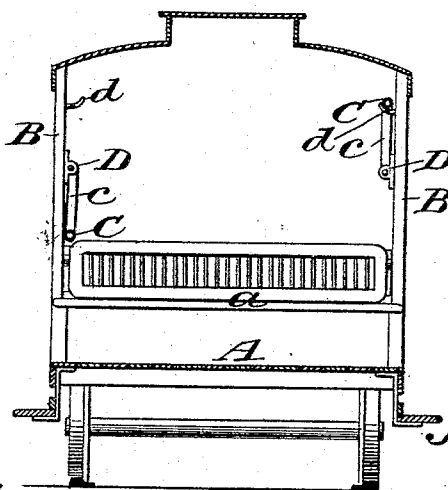


Fig. 2.



Witnesses:-  
George Barry,  
R. B. Leonard.

Inventor:-  
Samuel F. Clouser  
by attorneys  
Brown & Leonard

# UNITED STATES PATENT OFFICE.

SAMUEL F. CLOUSER, OF BROOKLYN, NEW YORK, ASSIGNOR OF ONE-HALF  
TO JOHN S. COLLINS, OF SAME PLACE.

## SAFETY-GUARD FOR CARS.

SPECIFICATION forming part of Letters Patent No. 533,632, dated February 5, 1895.

Application filed May 19, 1894. Serial No. 511,742. (No model.)

*To all whom it may concern:*

Be it known that I, SAMUEL F. CLOUSER, of Brooklyn, in the county of Kings and State of New York, have invented a new and useful  
5 Improvement in Safety-Guards for Cars, of which the following is a specification.

My invention relates to an improvement in safety guards for cars and more particularly to guards for preventing accidental escape-  
10 ment from the side of open cars, such as are commonly employed during the summer season. In cars of this character it is common to locate the seats in rows extending trans-  
15 versely across the car and to provide for passengers getting on and off the car at any point along the side of the car.

In the common arrangement of double track routes, it is desirable that passengers should be allowed to get on and off the car only on  
20 that side farthest from the companion track and that some shield or guard should be provided to prevent them from, thoughtlessly or by any unintentional crowding, getting off the car from the side nearest the companion  
25 track.

My present invention is directed to the providing of a convenient guard for attaining the above named desirable results.

A practical embodiment of my invention is  
30 represented in the accompanying drawings, in which—

Figure 1 is a view of a car in side elevation, showing the guard in operative position to prevent the passengers from getting off the  
35 car on the side toward the observer. Fig. 2 is a transverse sectional view through the car, showing the guard on one side of the car turned up out of operative position to admit the free passage of passengers on and off the  
40 car and the other guard down into position to prevent their passing on and off the car, and Fig. 3 is a partial view in side elevation, showing the guard formed in sections, instead of in one continuous piece.

45 The car platform is denoted by A, the seats by *a* and the standards, uprising from the opposite ends of the line of seats, by B.

The guard consists, in the form which I have chosen to illustrate my invention, of a rod or  
50 bar C extending longitudinally along the side of the car and provided with arms *c* at its

ends turned at right angles thereto and hinged at their free ends to suitable brackets D secured to the standards B at the ends of the car. The rod or bar C may be further pro-  
55 vided with one or more intermediate arms *c'*, in the present instance one such arm being shown, which in like manner may be hinged to a suitable bracket at one of the uprising standards intermediate of the ends.

60 The guard, when it is down, is intended to rest along a plane about the height of the tops of the seat backs, as shown in Figs. 1 and 2, and will, when so lowered, form a convenient rest for the arm of the occupant of the  
65 end seat, thereby making the end seat farthest from the side where passengers are getting on and off, more desirable and hence will tend to reduce the crowding, incident to pas-  
70 sengers occupying the seats nearest the side where others are gaining access to the car.

When the car changes its course and returns upon the companion track, the guard which was before down in operative position, may be  
75 swung up into the position shown in Fig. 2 and may be held in such position by any suitable spring catch *d*. When so swung up out of the way, the passageway will be free for passen-  
80 ers to get on and off. The guard upon the opposite side of the car which was before swung up out of the way, may be dropped in opera-  
tive position by simply releasing it from its spring catches.

Instead of making the guard in one section, as shown in Fig. 1, it may be made in two or  
85 more sections, two such sections being shown in Fig. 3, where the arms at the adjacent ends of the sections are secured to one of the intermediate uprights. Such adjacent arms are  
90 represented in Fig. 3 by *c*<sup>2</sup>, *c*<sup>3</sup> and the guards themselves are represented by *C'* and *C*<sup>2</sup>.

What I claim is—

1. The side guard for cars, comprising a guard rod or bar extending longitudinally along the side of the car and connected with  
95 the side of the car by arms which permit the bar to swing in a plane at right angles to the length of the car up out of and down into operative position, substantially as set forth.

2. The combination with the uprights at the  
100 ends of the seats of an open side car, of a longitudinal bar provided with arms extend-

ing laterally thereto and means for pivotally  
securing the free ends of the arms to the up-  
rights to permit the bar to swing down into  
position and up out of the way of passengers  
5 getting on and off the car, substantially as  
set forth.

3. The combination with an open sided car,  
of swinging guard rails secured to the oppo-  
site sides of the car in position to swing in a  
10 plane at right angles to the length of the car  
down into a plane in proximity to the backs  
of the seats and up out of the way of passen-  
gers entering the car at the side, substantially  
as set forth.

4. The combination with the side of a car 15  
provided with passageways for getting on and  
off the car, of a plurality of horizontal guard  
rods or bars suspended in swinging adjust-  
ment from the side of the car, in position to  
swing in a plane at right angles to the length 20  
of the car up out of the way of passengers  
getting on and off the car or down into posi-  
tion to obstruct the passage of passengers get-  
ting on and off, substantially as set forth.

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Witnesses:

FREDK. HAYNES,  
IRENE B. DECKER.