

A. LOEB.
 GUARD RAIL FOR STREET CARS.
 APPLICATION FILED JULY 1, 1910.

985,356.

Patented Feb. 28, 1911.

2 SHEETS—SHEET 1.

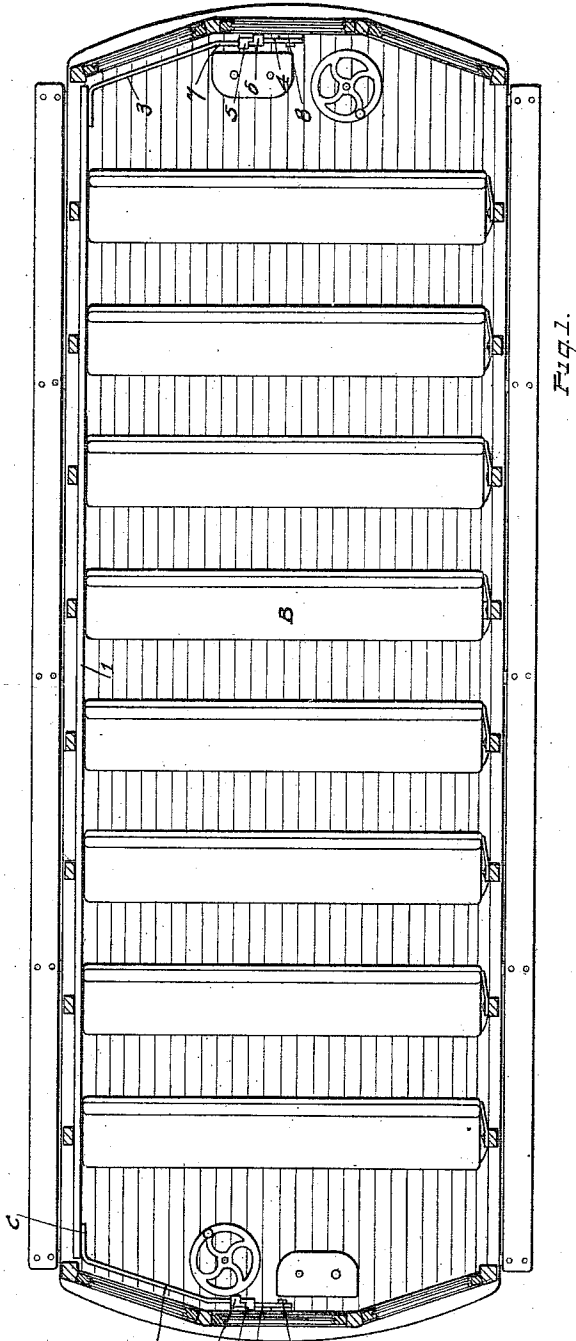


Fig. 1.

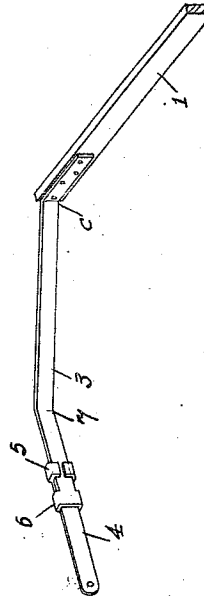


Fig. 2.

Witnesses.
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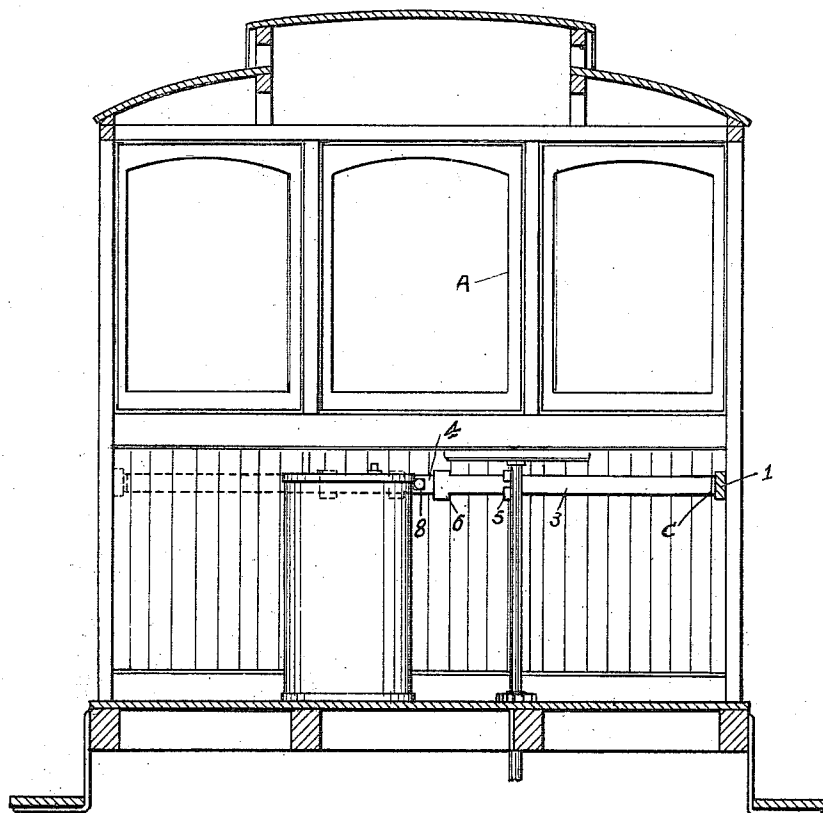


Fig. 3.

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UNITED STATES PATENT OFFICE.

ADOLPH LOEB, OF ZANESVILLE, OHIO.

GUARD-RAIL FOR STREET-CARS.

985,356.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, ADOLPH LOEB, a citizen of the United States, residing at Zanesville, in the county of Muskingum and State of Ohio, have invented certain new and useful Improvements in Guard-Rails for Street-Cars, of which the following is a specification.

The present invention relates to certain novel and useful improvements in guard rails for street cars, and has particular application to a rail of the type referred to, adapted to be employed especially in connection with open-sided cars generally employed during the warm weather. On such open-sided cars, especially when employed upon a double track system, it is customary where the traffic is heavy, such as in large cities, to employ along the inner side of the car, or that side next to the adjacent track, a guard rail or strap for the purpose of preventing passengers from leaving the car on that side, thereby avoiding the possibility of such passengers being injured by being struck by a car on such adjacent track. But so far I am aware, these guards have been merely in the form of straight wooden bars or rails which were raised and lowered at the end of a run, depending upon the track upon which the car was to run; or have been merely in the form of leather straps hooked at the ends of the car. The adjustment of such rails or straps at the end of the run entail considerable inconvenience to whatever passengers might be upon the car and in the case of the wooden bars or rails, it is necessary to provide clips along the top of the cars, upon which the rail is to rest when that side of the car is to be open for the exit of passengers.

In the present instance, it is my purpose to avoid the inconvenience of such rails and straps and to provide a permanent guard rail, which may be swung from one side of the car to the other, thereby avoiding the use of the two guard rails commonly employed.

A further object of my invention is to provide an improved form of guard rail, which may be adjusted as desired and which may be employed upon any type of open car.

Furthermore, it is my purpose to provide a form of guard rail which may be quickly and rapidly shifted from one side of an

open car to the other without inconvenience to passengers.

With the above recited objects and others of a similar nature in view, my invention consists in the improved rail and in the construction and combination of parts set forth in and falling within scope of the appended claims.

In the accompanying drawings, wherein by way of illustration I have shown one embodiment of my invention—Figure 1 is a plan view of a street car, the top and a portion of the sides being removed, to show the manner of employing my rail. Fig. 2 is a detail perspective view of the rail, and Fig. 3 is a vertical sectional view taken through the car, showing the manner of mounting the rail on the car body.

Referring now to the accompanying drawings in detail, the letter A designates an open-sided street car, provided with the usual cross seats B. This car may be of any well known type and while I have herein shown my rail as adapted for use in connection with a car not provided with cross partitions at the end, so that the motorman's platform is common with the body of the car, still I wish it to be understood that my rail may be employed in that type of street cars wherein a partition extends transversely of each end of the car, thereby separating the motorman's platform from the passenger section.

My improved guard rail is indicated as an entirety by the letter C and comprises the rail or bar 1 adapted to extend the length of the car. At each end of the rail 1, I secure a cross bar formed of two members or sections 3 and 4. In the present instance, the section 3 is adjustably connected to the section 4 through the medium of the overlapping ends 5 and 6, the end 5 of the bar 4 slidably engaging with the bar 3, while the end 6 of the member 3 slidably engages with the body of the member 4. As shown in the present construction, the section 3 is bent intermediate its length as at 7 to accommodate the form of car shown, the bend 7 also limiting the sliding movement of the member 4. It is to be understood that such adjustable cross bar is secured at each end of the rail 1 and such bar is pivoted as at 8 to the ends of the car at approximately the center thereof, as is shown in Figs. 1 and 3.

From the above description, taken in connection with the drawings, the construction and arrangement of my improved guard rail will be readily apparent.

- 5 When the car is traveling along a track, the rail is swung to the inner side and rests, as shown in Figs. 1 and 3, thereby barring the exit of the passengers at that side. When the car has reached the end of a
10 predetermined run and it is desired to switch the same and run on the opposite track, the rail is swung to the opposite side. It will further be noted that by having the connecting or cross bar adjustable, such
15 cross bar may be lengthened or shortened as occasion may demand.

It will be noted that I have provided an exceedingly simple form of rail and one which dispenses with the employment of
20 two bars or guards upon a car.

What I claim, is—

1. The combination with a car, a side rail therefor, and cross bars connecting said side rail at the center of the ends of the
25 car.

2. The combination with a car, a side guard rail therefor, and means pivotally

connecting said rail at approximately the center of the ends of the car.

3. The combination with a car, a side rail therefor, an adjustable member connected to said rail, and means for pivotally connecting said adjustable members at the ends of the car.

4. The combination with a car, a side guard rail therefor, end bars for said rail, each formed of adjustable sections, and means for pivotally securing the end bars at the ends of the car.

5. The combination with a car, of a side rail therefor, end bars for the side rail comprising two members adjustably connected, one of said members being connected to the rail, and the other of said members being pivoted at the end of the car.

6. A guard rail comprising a rail member and adjustable end bars each composed of a plurality of sections slidably connected.

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

ADOLPH LOEB.

Witnesses:

H. E. BAKER,
W. E. FULLER.

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