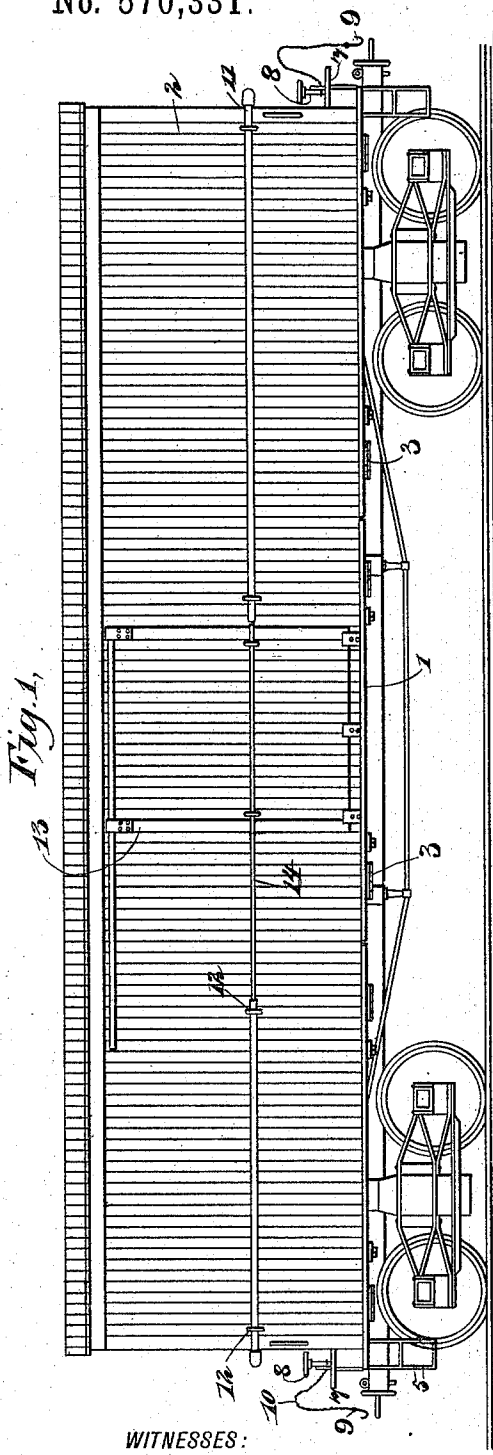


(No Model.)

J. M. PEET.
FREIGHT CAR.

No. 570,331.

Patented Oct. 27, 1896.



WITNESSES:

Edward Thorpe
C. R. Ferguson

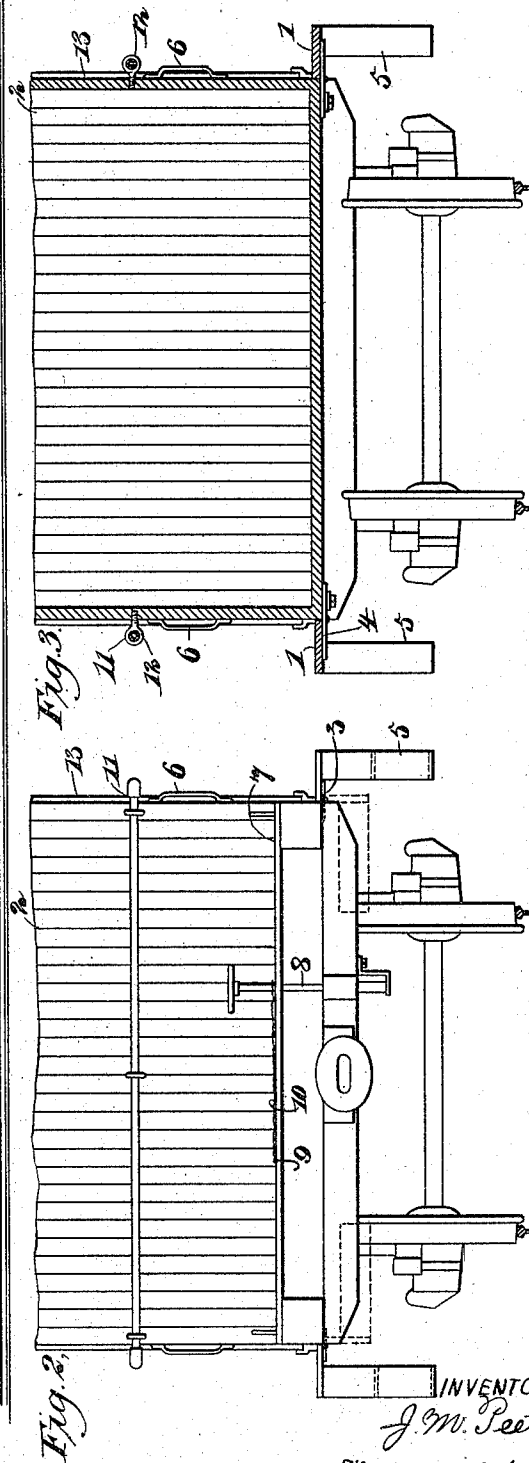


Fig. 2.

INVENTOR:

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BY

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ATTORNEYS

UNITED STATES PATENT OFFICE.

JAMES M. PEET, OF PITTSBURG, PENNSYLVANIA.

FREIGHT-CAR.

SPECIFICATION forming part of Letters Patent No. 570,331, dated October 27, 1896.

Application filed May 29, 1896. Serial No. 593,566. (No model.)

To all whom it may concern:

Be it known that I, JAMES M. PEET, of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented new and useful Improvements in Freight-Cars, of which the following is a full, clear, and exact description.

This invention relates particularly to attachments for freight-cars, and the object is to provide a safe means whereby a trainman may walk with safety from one end of a freight-train to the other, and also to provide a means whereby a brakeman or other trainman may operate the couplings from a platform on the car.

I will describe a freight-car embodying my invention, and then point out the novel features in the appended claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a side elevation of a car embodying my invention. Fig. 2 is a rear elevation thereof, and Fig. 3 is a transverse vertical section.

It is to be understood that my invention may be applied to any form of box-car or coal-car of the gondola type. I have here shown it, however, as applied to an ordinary freight box-car.

The invention comprises a platform 1, extended the entire length of a car-body 2, on each side thereof. This platform 1 will be of a sufficient width for a person to conveniently walk upon, and for convenience in handling I preferably make it in sections, each section having hinge connections 3 with the lower portion of the body of the car. By hinging the platform to the car the said platform may be turned down parallel with the sides of the car, so that the said car may be run close to a platform for the purpose of loading, or so that a wagon may be backed up close to the car-door.

As a means for holding the platform in its operative or upper position, I may employ arms 4, pivotally connected with the under side of the car-body and adapted to swing out underneath the platform, as plainly indicated

in Fig. 3. Of course there may be as many arms 4 as may be desired.

At each end of the platform 1 I have shown steps 5 for convenience in mounting the platform from the ground, and above the platform a vertical hand-loop 6 may be attached to the car. At the ends of the car I provide transverse platforms 7, through which the brake-rods 8 extend. These platforms 7 project substantially to the end of a coupler-section on the car. Therefore when two cars are coupled together there will be a substantially connected platform between the two.

In the operation of coupling the cars a brakeman may stand upon the platform 7 and manipulate the link-coupler by means of a hook 9. (Here shown as connected by a chain 10 with the brake-rod.) Extended along the sides of the car and across the ends thereof is a hand-rail 11. This hand-rail may be made of iron tubing connected together at the corners by ordinary corner-joints. The rail may be secured to the car-body in any desired manner. I have here shown it, however, as extended through eyes 12, having screw-threaded shank portions engaging in the car-body.

To allow for the sliding of the door 13 and yet provide a continuous hand-rail when the door is closed, I attach a rod 14 to the door by means of screw-eyes or otherwise, and this rod 14 is adapted as the door is moved to its open position to telescope into a section of the rail 11, as plainly indicated in Fig. 1.

It will be seen by my invention that a brakeman may walk from an engine to the caboose of a train with practically little danger to life or limb. This platform of course obviates the necessity of walking upon the car-roof, as is the usual practice, and which is very dangerous, particularly when a train is passing through a tunnel or under bridges.

With the construction of the end platforms a brakeman standing thereon may operate the brakes with comparative safety.

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

1. The combination with a railway-car, of a platform extended along the side thereof, a

hand-rail extended along the side of the car and comprising a section secured to the car-door and adapted to slide relatively to another section of the hand-rail, substantially as specified.

2. The combination with a railway-car, of a platform extended along the lower portion of the car-body, and a hand-rail attached to the side of the car and comprising a section attached to a sliding door and adapted to telescope into another section of the rail, substantially as specified.

3. The combination with a railway-car, of platforms extended along both its sides, platforms extending across its ends, the said end platforms being projected substantially to the

end of a coupling head or section, brake-rods extended through said end platforms, and a hand-rail extending entirely around the car, substantially as specified.

4. The combination with a freight-car, of platforms extending along the lower portion of the sides of the car, hinge connections between the platforms and the car-body whereby the platforms may swing downward, means for supporting the platforms in a horizontal position, and steps secured to the ends of the platform, substantially as specified.

JAMES M. PEET.

Witnesses:

O. R. MINNEMEYER,
EDW. A. HESS.