

(No Model.)

D. K. McLEOD.
OPEN RAILWAY CAR.

No. 536,039.

Patented Mar. 19, 1895.

Fig. 1.

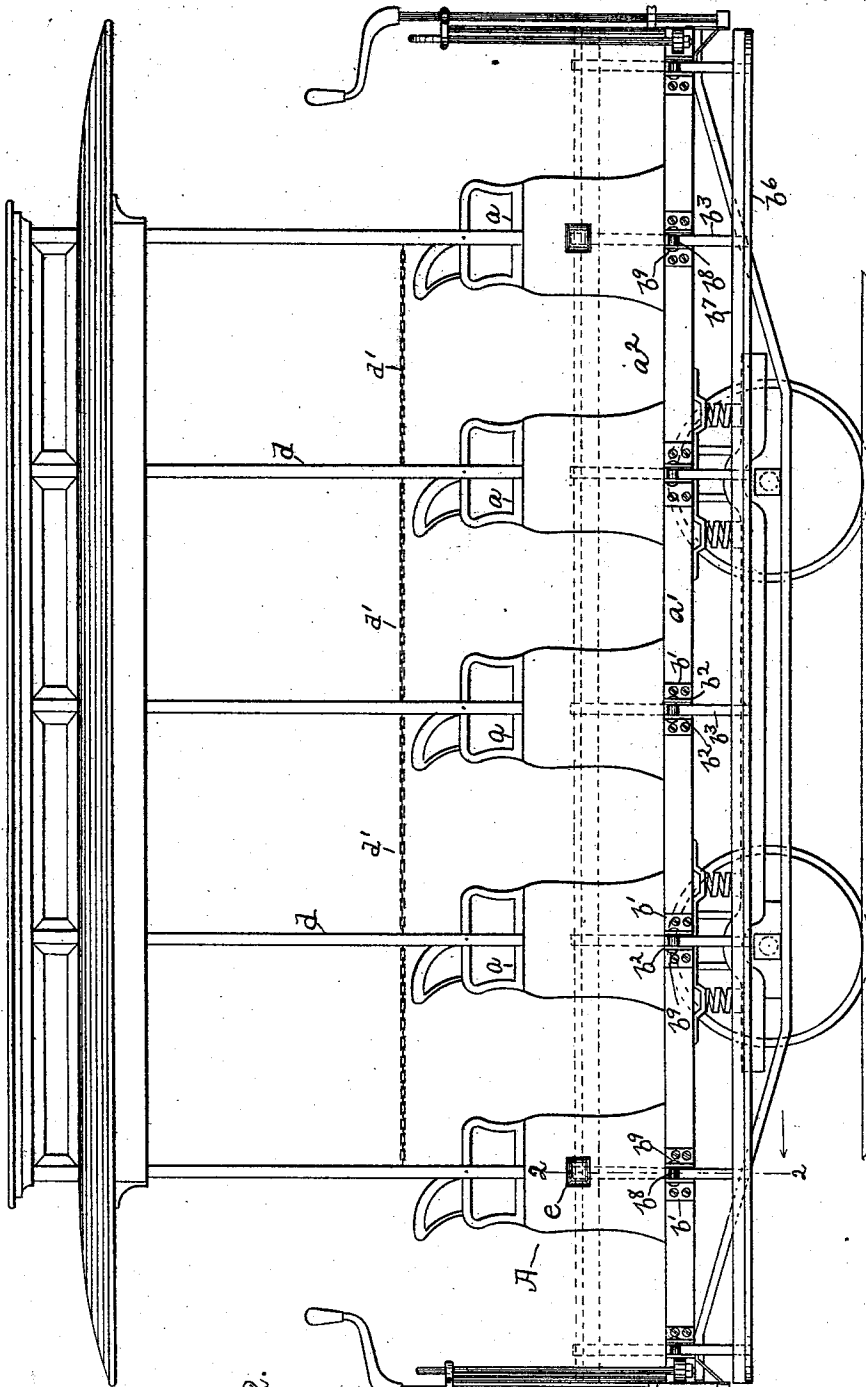
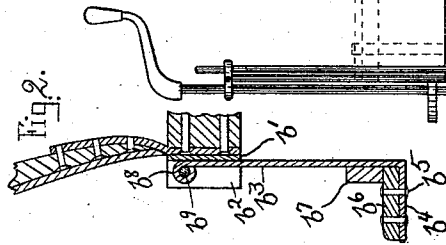


Fig. 2.



Witnesses.

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UNITED STATES PATENT OFFICE.

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OPEN RAILWAY-CAR.

SPECIFICATION forming part of Letters Patent No. 536,039, dated March 19, 1895.

Application filed April 5, 1894. Serial No. 506,528. (No model.)

To all whom it may concern:

Be it known that I, DONALD K. MCLEOD, residing in Boston, in the county of Suffolk and State of Massachusetts, have invented an Improvement in Open Railway-Cars, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

10 This invention is an improvement in railway cars of that class known as open cars, and is especially applicable to open cars operated on surface railways.

Open street railway cars as now commonly constructed, are provided on each side of the car, with a foot board extending the length of the car and rigidly attached to the car body, by means of which ingress and egress are afforded into and from the car.

20 My present invention has for its object, to provide a novel construction as will be described, whereby the foot board of open cars as now commonly constructed may be turned upward against the ends of the seats of the car to practically close the sides of the car when desired, and when lowered into its operative position is attached to the car body, so as to resist heavy shocks and blows, such as might be given by teams striking against the said foot board.

30 In accordance with this invention, the foot board is firmly bolted or otherwise secured to hangers or depending arms pivoted to brackets, preferably of a novel construction as will be described, and which are bolted or otherwise firmly attached to the sides of the car body. These and other features of this invention will be pointed out in the claims at the end of this specification.

40 Figure 1 is a side elevation of a street railway open car embodying this invention, and Fig. 2, is a sectional detail on an enlarged scale and on the line 2-2, Fig. 1 to be referred to.

45 The car body A may be of any suitable or desired construction and is herein represented as of the type such as employed on street railways, the said car body being provided with the usual seats a located on the bottom of the car frame a' so as to leave the usual passageway a^2 between them.

The car body A, in accordance with this in-

vention, has firmly secured to its opposite sides, and preferably to the sides of the frame a' , a plurality of brackets preferably of the construction herein shown, each bracket consisting of a back plate b' , which is bolted or otherwise securely fastened to the sides of the frame a' , and ears b^2 extended substantially at right angles to the back plate and preferably of the same height as the said plate.

55 The ears b^2 have pivotally secured between them hangers or arms b^3 , provided with substantially rectangular extensions b^4 to which is firmly secured as by the bolts, rivets or screws b^5 , the foot board b^6 , of any usual or suitable construction and preferably such as now commonly found on open street railway cars, the said foot board having erected from it a toe board b^7 . Each hanger b^3 , as herein shown (see Fig. 2), is provided at its upper end with an eye b^8 , through which is extended a rivet or bolt b^9 , constituting a pivot for the said hanger, the said rivet or bolt being extended through the ears b^2 on the bracket. The ears b^2 are preferably separated a distance substantially equal to the width of the hanger b^3 , and for the best results, the said hanger is pivoted near the upper ends of the ears, so as to obtain a substantially long bearing or brace for the hanger, to strengthen the same and to enable the hanger to withstand severe blows, which may be received by the foot board, as by a team striking the foot board when in its lowered position.

85 In open street railway cars and especially in such cars propelled by electricity, it is desirable that the open car should be provided with a safe-guard on that side adjacent to the line of tracks running in an opposite direction from that in which the car moves. This result is accomplished as herein shown by suspending the foot board b^6 by the hangers b^3 pivoted to the brackets secured to the car body, and this construction is especially advantageous in that the foot board as now commonly constructed and found on open street railway cars, may be utilized, and in that the car body as now found and constructed may also be utilized, it being only necessary to apply the brackets to the car frame and attach the foot board by means of the pivotal hangers.

The foot board on the side of the car adja-

cent to the track on which the cars run in an opposite direction, may be raised from its full line position shown in the drawings into its dotted line position, and when in this dotted line position, no means is afforded for the egress of passengers on that side of the car, and the said foot board may be retained in its elevated position by any suitable mechanism and it may be elevated and lowered by mechanical means carried by the car, such as chains operated by either the conductor or motorman, or it may be elevated by hand and hooked or otherwise suitably held in its elevated position, and inasmuch as the mechanical means by which the foot board may be locked in its elevated position, may be of any suitable construction, I have not herein shown any particular construction, as a variety of means may be employed for this purpose.

It has been the object of this invention, to provide an open street railway car with a movable side foot board, and to provide such a construction of attachment, that the foot board now found on street railway cars may be utilized without change to itself and also without change to the car body, so that the present street railway cars of this class may be changed after the manner herein shown and described, at very little expense, so as to possess the advantageous features of this invention.

As an additional safe-guard to deter passengers from attempting to pass from the car over the elevated foot board, I prefer to employ a single chain or flexible connection, secured to the endmost stanchions or standards d or a short chain d' may be extended across each passageway between the seats, and one end of the said short chain may be securely fastened to one stanchion and detachably fastened to an adjacent stanchion. These chains

will preferably be located a little above the tops of the seats, as shown in Fig. 1, or at any other suitable distance.

The foot board b^6 when in its elevated position may and preferably will be held away from the side of the car body a slight distance by cushions e of rubber or other suitable material, secured to the sides of the car body in any suitable manner, so that in wet weather, the water from the foot board will not drift or fall on to and deface the sides of the car.

I claim—

1. In an open street railway car, the combination with the car body, of brackets secured to the sides of the car body above the bottom of the same, a foot board extending in the direction of the length of the car at its side, and hangers rigidly secured to the said foot board and pivotally secured to the said brackets above the bottom of the car body whereby there is afforded for the hanger a firm support against the car body, substantially as described.

2. In an open street railway car, the combination with the car body, of a plurality of brackets secured to the sides of the same and each consisting of a back plate provided with ears projecting outwardly from the side of the car body, hangers pivotally secured to the brackets between the ears, said ears extending along the hangers, said hangers being provided with an extension b^4 , and a foot board rigidly secured to said extension; substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

DONALD K. MCLEOD.

Witnesses:

JAS. H. CHURCHILL,
J. MURPHY.