(No Model.)

G. D. SHERWIN.

BAGGAGE SLIDE FOR RAILWAY CARS.

No. 456,601. Patented July 28, 1891.

Fig. 1.

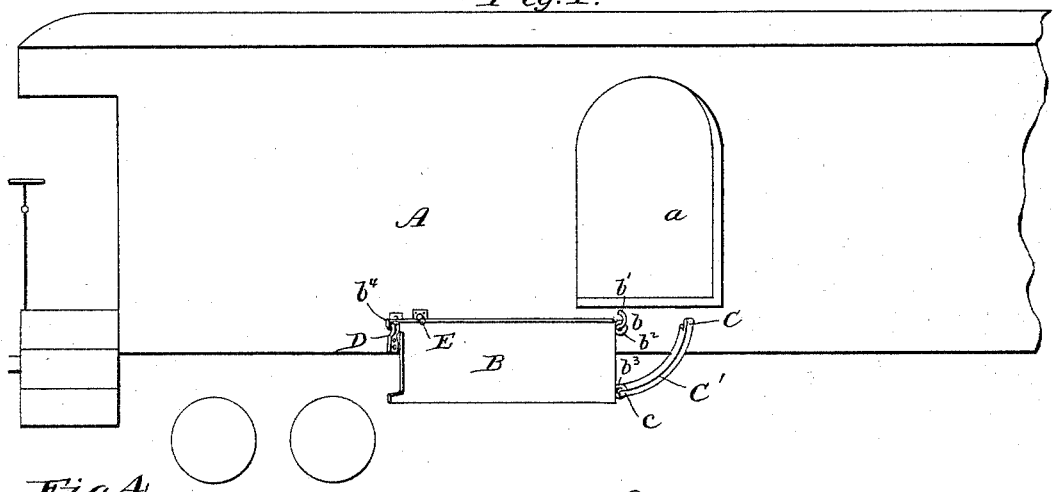


Fig. 4.

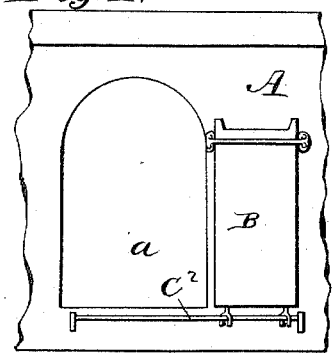


Fig. 2.

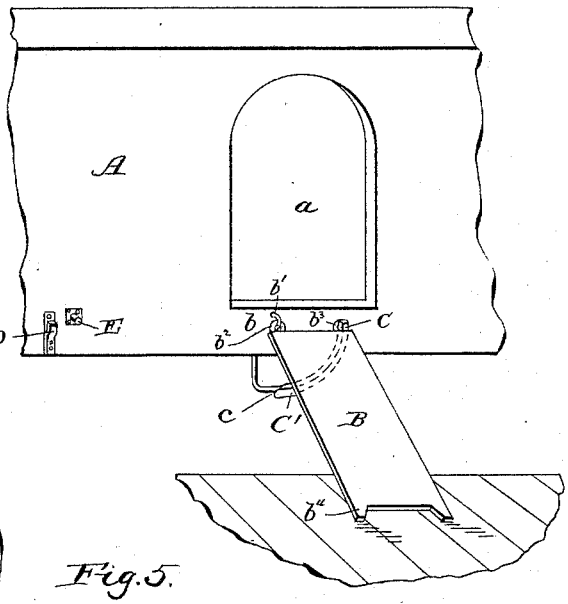


Fig. 3.

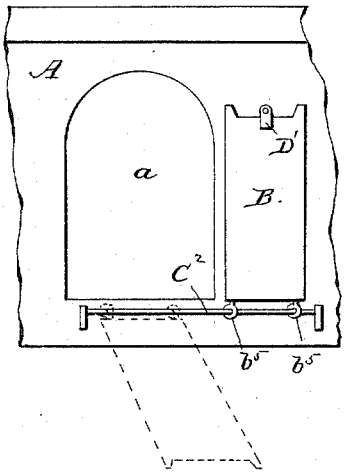
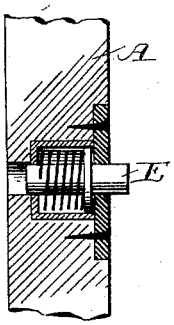


Fig. 5.



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UNITED STATES PATENT OFFICE.

GEORGE D. SHERWIN, OF BURLINGTON, VERMONT.

BAGGAGE-SLIDE FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 456,601, dated July 28, 1891.

Application filed December 3, 1890. Serial No. 373,430. (No model.)

To all whom it may concern:

Be it known that I, GEORGE D. SHERWIN, a citizen of the United States, residing at Burlington, in the county of Chittenden and State of Vermont, have invented certain new and useful Improvements in Baggage-Slides for Railway-Cars; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

It is the object of my invention to provide an efficient, convenient, and durable means for delivering baggage from a railway-car to platforms of different heights at railway-stations, thereby lessening the labor required in the transfer of baggage and the danger of injury to the same.

With such object in view my invention consists in a baggage-slide so attached to a railway-car as to be easily dropped into place upon the arrival of the car at any station at which it is desired to deliver baggage and whose platform is lower than the car-door.

In order to make my invention more clearly understood, I have shown in the accompanying drawings means for carrying the same into practical effect, without, however, intending to limit the embodiment of my invention to the exact construction which I have, for the sake of illustration, set forth.

Referring to the drawings, Figure 1 is a perspective view of a portion of a baggage or express car having a baggage-slide embodying my invention applied thereto. Fig. 2 is a similar view with the slide in its temporary operative position. Fig. 3 is a view showing another mode of supporting the slide. Fig. 4 illustrates another modification. Fig. 5 is a detail view illustrating the retaining-catch.

Referring to the drawings, A represents the railway-car, of which *a* is the doorway through which baggage is received and delivered.

B is a slide supported at one corner just below the doorway *a* by a universal or equivalent joint *b*, upon which it can be readily oscillated vertically or toward and from the car. This joint may be conveniently furnished by a staple b', secured to the car and engaging an eye b^2, attached to the slide. The other corner of the slide is provided with an eye b^3, adapted to engage a hook C, also carried by the car. When in such latter position, the slide will be adapted for the delivery of baggage, as indicated in Fig. 2.

D is a catch or hook attached to the car and adapted to engage a projection b^4 on the slide B when the latter is in its normal position at the side of the car, as shown in Fig. 1. In order to prevent the slide from being thrown or jarred out of engagement with the hook D, I may employ a spring-actuated catch, pin, or projection E, which is carried by the car and is adapted to project above and engage the edge of the slide, as shown in Fig. 1.

In order to provide for the convenient and certain engagement of the eye b^3 with the hook C, I prefer to employ a guide C′, carried by the car and extending from the hook C downward on an arc substantially concentric with the joint *b*. This guide is shown as integral with, but may be separate from, the hook C. I still further add to the security with which the slide is held in its normal position by providing the lower end of the guide C′ with a notch *c*, which engages the eye b^3 or the edge of the slide in such manner that the part C′ performs the office of a holder to prevent the swinging of the slide when the car is in motion.

The manner in which the slide is brought into use and restored to its normal position will be obvious from the foregoing description. The slide may, however, be mounted upon the car adjustably with relation to the car-door by means of a guide C^2, extending horizontally along or below the sill of the doorway and engaged by eyes b^5 on the slide. When the slide is in its normal position and not in use, as shown in full lines in Fig. 3, it is secured in place vertically against the side of the car by means of a button or catch D′. By unfastening the latter, moving the slide along the guide C^2, (to the left in Fig. 3,) and lowering it until its outer end rests upon the platform the device will be ready for the delivery of baggage.

In Fig. 4 the eyes which move upon the rod which guides the slide into position are not entirely closed, and a readier detachment of the slide is thereby permitted.

Referring to the construction shown in Fig.

1, it will be understood that the slide may be hinged at another point besides its corner—for instance, at the middle of its upper end.

Having thus described my invention, what I claim is—

1. The combination, with a railway-car, of a baggage-slide B, adjustably mounted at the side thereof and adapted to be lowered to rest upon the station-platform, one end of said slide being connected with the car, and a guide rod or arm on the face of the car for directing the slide into position, substantially as set forth.

2. The combination, with a railway-car, of a baggage-slide B, hung at the side of the car with its operative or baggage-supporting face parallel with the side of the car, a jointed supporting means adapted to sustain one end of the slide in said position or to aid in sustaining the slide in its operative position, and a supplementary supporting means, such as a suitable hook or catch, adapted to co-operate with the former to support the slide in operative position, substantially as set forth.

3. The combination, with the slide B, of the universal joint *b* at one end of the slide, means for supporting the other end of the slide with its face parallel with the side of the car, and a holder, such as the part C′, for holding the lower part of the slide from swinging, substantially as set forth.

4. The combination, with a railway-car, of a baggage-slide B, hung at the side of the car with its operative or baggage-supporting face parallel with the side of the car, and a jointed supporting means having an axis of rotation parallel with the direction of the length of the slide and adapted to permit the latter to be turned on said axis to bring said operative face upward, substantially as set forth.

5. The combination of the slide B, the universal joint *b*, the hook C, the guide C′, and the support D, substantially as set forth.

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

GEORGE D. SHERWIN.

Witnesses:
H. D. WARD,
H. T. RUTTER.