

(No Model.)

J. A. YARGER.
SAFETY CAR.

No. 490,529.

Patented Jan. 24, 1893.

Fig. 1.

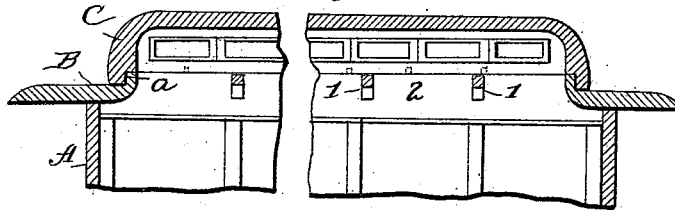


Fig. 2.

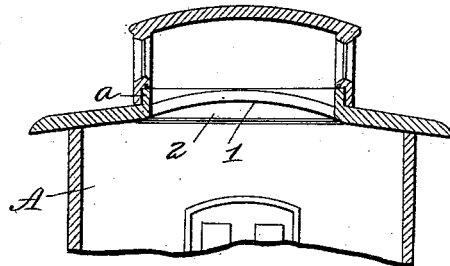
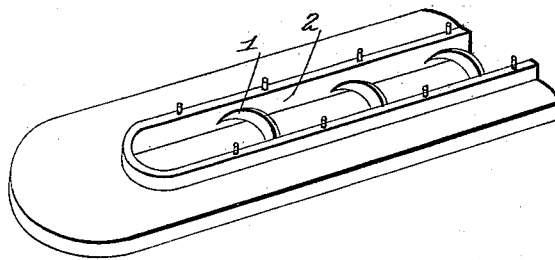


Fig. 3.



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UNITED STATES PATENT OFFICE.

JOHN A. YARGER, OF NEW HAMPTON, IOWA.

SAFETY-CAR.

SPECIFICATION forming part of Letters Patent No. 490,529, dated January 24, 1893.

Application filed February 17, 1892. Serial No. 421,840. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. YARGER, a citizen of the United States of America, residing at New Hampton, in the county of Chickasaw and State of Iowa, have invented certain new and useful Improvements in Safety-Cars, of which the following is a specification.

My invention is an improvement in railway passenger cars and is designed to insure the escape of the passengers in case the car is overturned by collision or derailment and thus prevent the serious accidents which result from the imprisonment of passengers and overturned cars and from which they are prevented from escaping by the jamming of the doors and windows.

In the drawings:—Figure 1 represents a sectional view of a car top. Fig. 2 is a transverse section and Fig. 3 is a detail view showing the top removed.

In the figures A represents the body of the car and B the top of the car proper which are of ordinary construction. The supplemental top C, which is ordinarily above the top of the car proper contains the ordinary ventilators and is in all essential particulars similar to the ordinary construction of this part of the car. Instead however, of making the connection between the supplemental top C and the main top B permanent, I provide the part B with a rim or flange *a*, and fitted to this is a corresponding depression in the top C fitting over said flange, and this flange and depression prevent any displacement of the top C

by reason of the ordinary jarring or jolting of the car as in coupling or uncoupling.

To further protect the top C from displacement I provide a series of upwardly projecting pins extending from the flange *a* which register with corresponding holes in the bottom of the recess or depression in the top C. The flange and the pin together with the recess and depression and the holes constitute the only attachment or connection between the top B and the top C, and while this connection is entirely sufficient to prevent displacement under normal conditions it will be seen that under abnormal conditions such as the overturning of the car there is nothing to prevent the top C from displacement and this will provide an opening nearly the whole length of the car for the escape of the imprisoned passengers. Braces 1 extend across the opening 2 in the top B.

I claim as my invention:—

A railway car having an opening in its top, with a flange *a*, extending slightly above the roof, with pins projecting upwardly therefrom, the supplemental top having side and end pieces and a shouldered lower edge to engage the flange and recesses to receive the pins, substantially as described.

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

JOHN A. YARGER.

Witnesses:

TIM CLARY,
R. C. LINK.