J. B. Slawson.

Change-Gate for Railroad-Cars.

No. 73396 Patented Jan. 14, 1868.

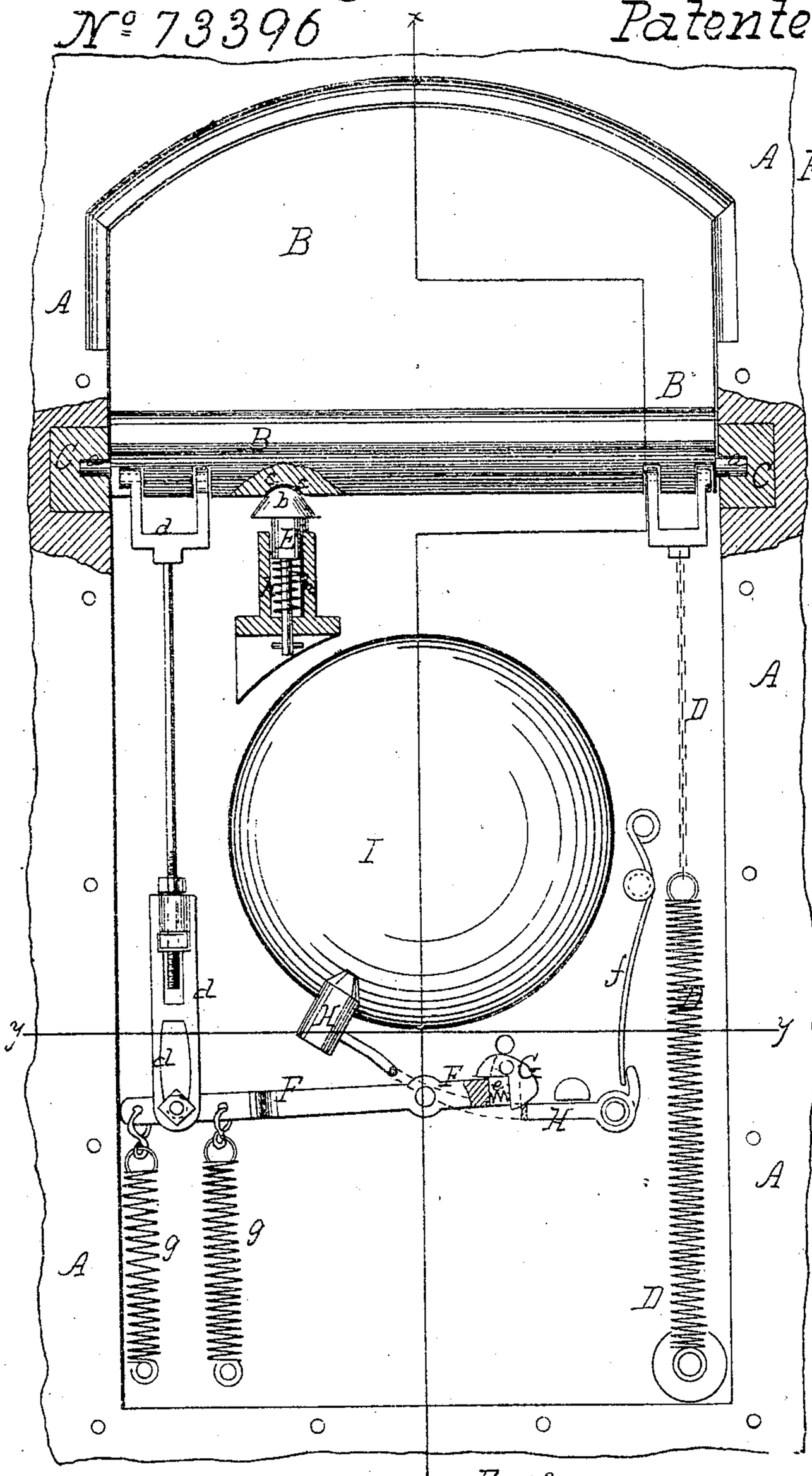

Fig. 1

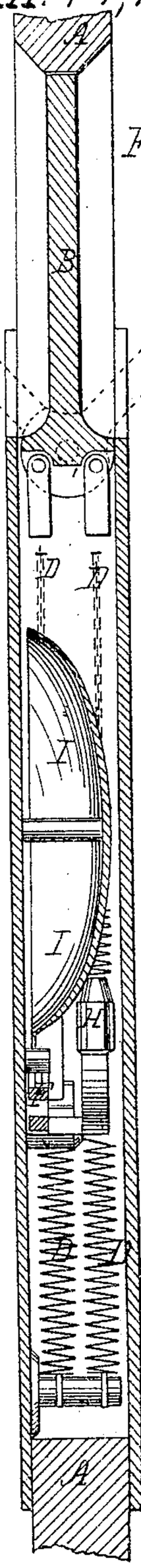

Fig. 2

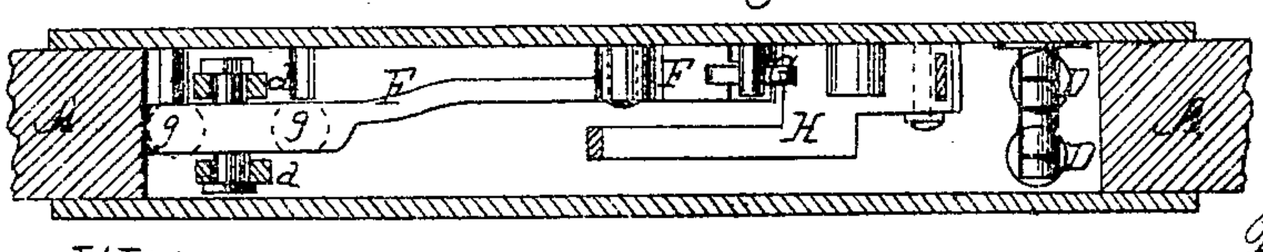

Fig. 3

Witnesses
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JOHN B. SLAWSON, OF NEW YORK, N. Y.

Letters Patent No. 73,396, *dated January* 14, 1868.

IMPROVEMENT IN CHANGE-GATES FOR RAILROAD-CARS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, JOHN B. SLAWSON, of the city, county, and State of New York, have invented a new and improved Change-Gate; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 represents a front elevation, partly in section, of my invention.

Figure 2 is a vertical transverse section of the same, taken on the line *x x*, fig. 1.

Figure 3 is a horizontal sectional view of the same, taken on the line *y y*, fig. 1.

Similar letters of reference indicate corresponding parts.

This invention relates to a gate to be arranged in the doors or walls of railroad-cars, stages, and other public vehicles, said gate being arranged so that it can be opened to either side, and will at once close itself when released, the gate being connected with a bell which will be struck whenever the gate is opened.

The object of the invention is to provide a device, by means of which passengers in railroad-cars, or other public vehicles, will be enabled to communicate with the driver, so that they can hand him their money to be changed and he return the change, all without requiring either party to open the door, or without necessitating an ever-open hole in the door or panel to allow communication, in all of which cases the passengers would be subjected to a severe draught through the opening in the door or panel, or through the open door. My invention will overcome this difficulty, and will at all times keep the opening closed to avoid draught. The bell will notify the driver in one case, and the passenger in the other, that the gate is open, and that change is required of the one or is being furnished to the other.

A represents a portion of the door of the front wall of a railroad-car, omnibus, or other public vehicle. The same is perforated with a hole of sufficient size to allow the passage of a hand through it. The hole is closed by a gate, B, which is hung on the journals C C, arranged in the door or wall, as shown. The pins *a a*, on which the gate turns, are secured to the gate, or to the boxes C, as may be desired, The gate can thus be turned to either side, so that the passengers or the driver can open it to the opposite side. The lower part, or turning-edge of the gate, is made broad, as shown in fig. 2, or wings may be formed on each side, so that a spring or weight, D, may be secured to either side of the gate, by means of which spring or weight the door will be automatically closed whenever it has been opened to either side. A pin, E, is arranged directly at right angles with the axis on which the gate swings, and in line with the gate, when the same is closed, said pin having a rounded head, *b*, fitting into a recess, *c*, provided in the turning-edge of the gate, as is clearly shown in fig. 1. The pin E is forced by a spring, *h*, towards the gate B, so that its head fits into the aforesaid recess, thereby steadying the same, and preventing it from rattling when closed. A projection on either side of the gate is connected by means of slotted links, *d*, with a lever, F, which has a cam, G, pivoted to its end, and operated upon by a spring, *e;* thereby a hammer, H, is operated against a bell, I, whenever the gate is turned in one direction or the other; that is, the link *d*, which is secured to that side of the gate from which the same is opened, raises the outer end of the lever F; thereby the cam G gradually forces down the hammer-rod H until it slips, when a spring, *f*, will throw the hammer against the bell. Springs *g g* will bring the lever F into the proper position after the gate is opened.

It is obvious that the device for connecting the gate with the bell can be varied considerably; also the device for closing the door. The door may turn on vertical instead of horizontal pivots.

I therefore do not claim the particular device, herein shown and described, of connecting the bell with the gate, nor the device for automatically closing the gate; but

I do claim, and desire to secure by Letters Patent—

1. A self-closing oscillating gate, B, when arranged in the door or front wall of a railroad-car, omnibus, or other public vehicle, substantially as and for the purpose herein shown and described.

2. A self-closing gate, B, when arranged as described, and when combined with a bell, I, so that whenever the gate is opened the bell will be struck, as set forth.

3. The arrangement of the headed pin E and spring *h*, in combination with the oscillating, self-closing gate B, all made and operating substantially as and for the purpose herein shown and described.

J. B. SLAWSON.

Witnesses:

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