

(No Model.)

J. S. SAVAGE.  
Car Platform Gate.

No. 234,072.

**Patented Nov. 2, 1880.**

*Fig. 1.*

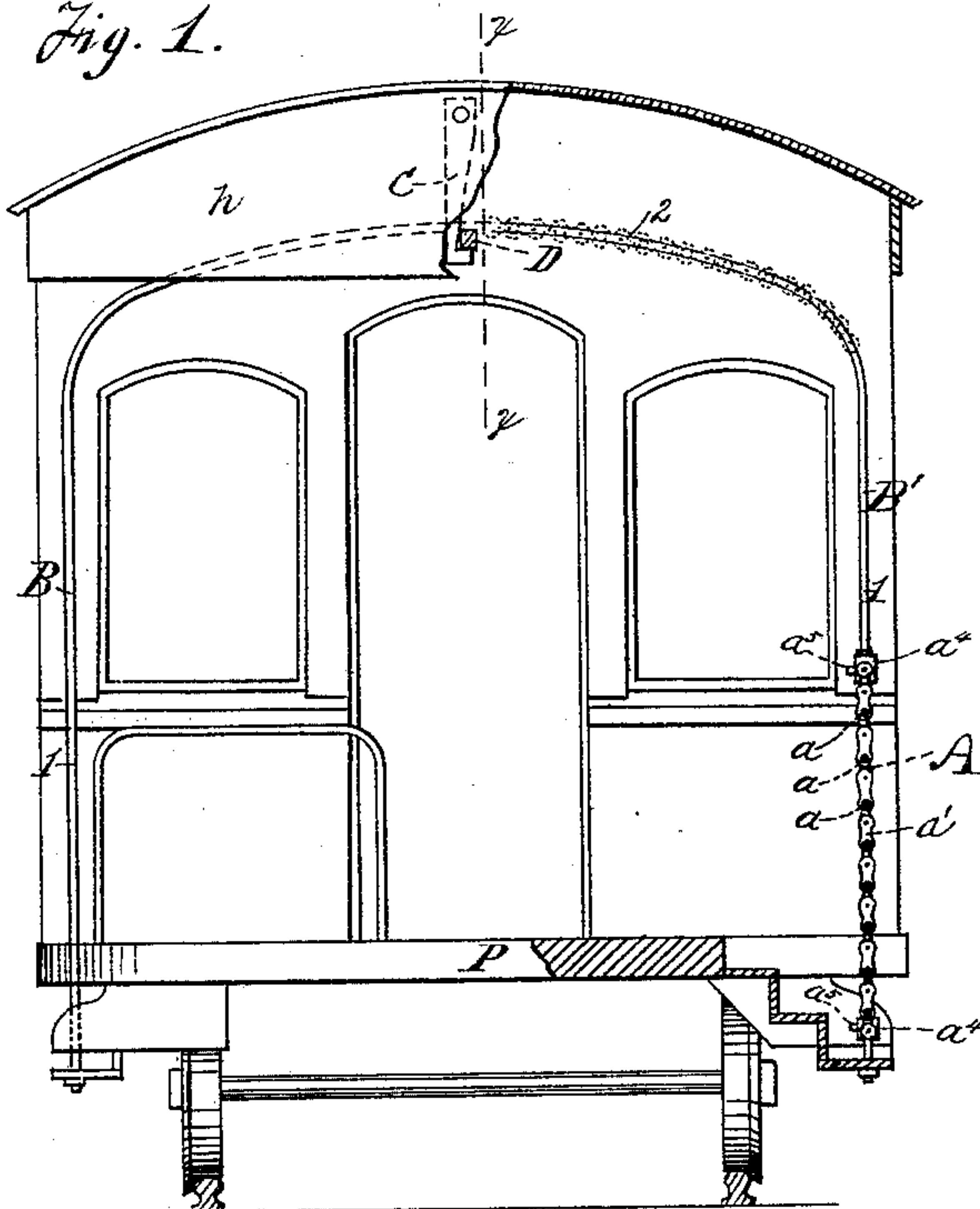


Fig. 2.

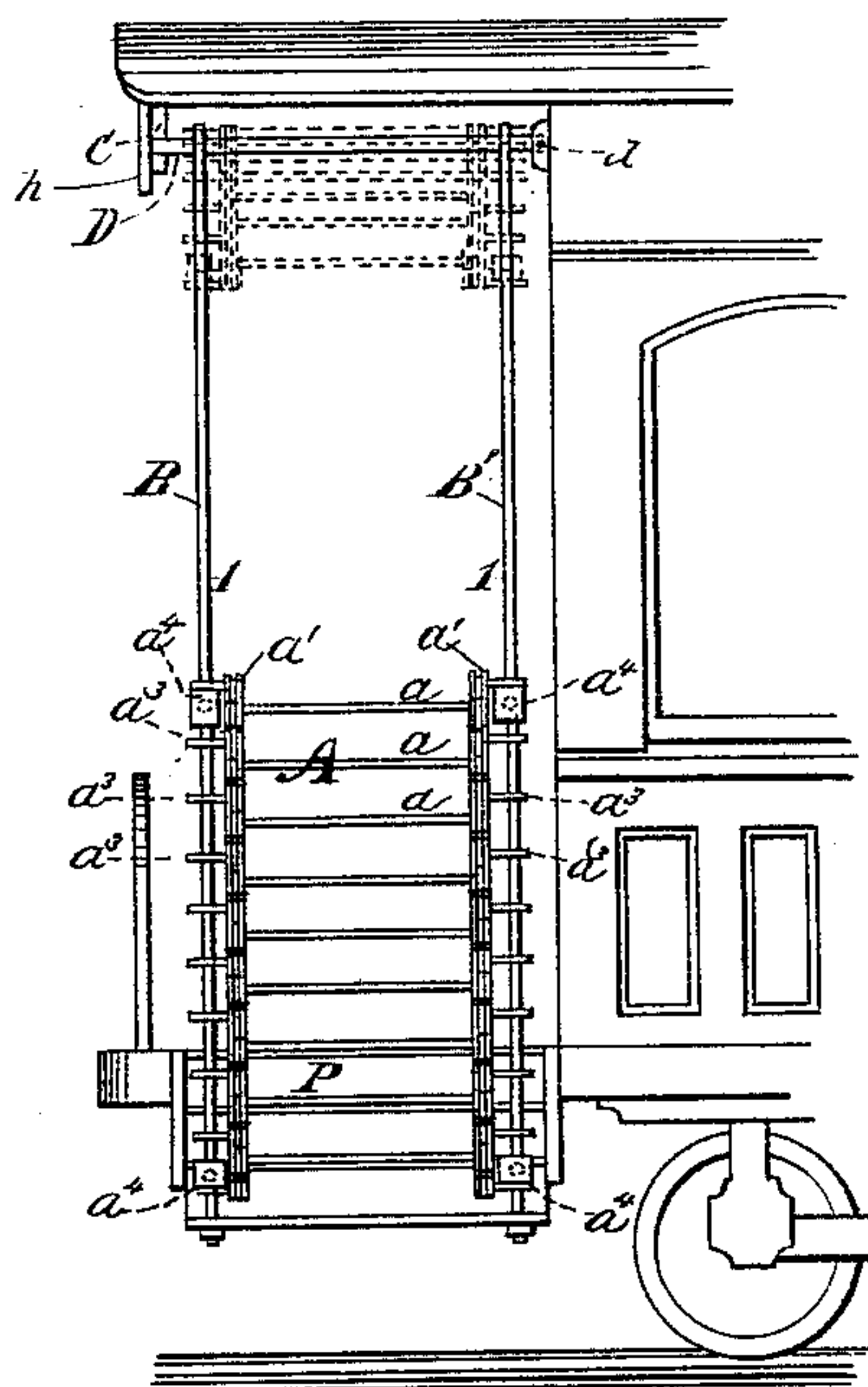


Fig. 3.

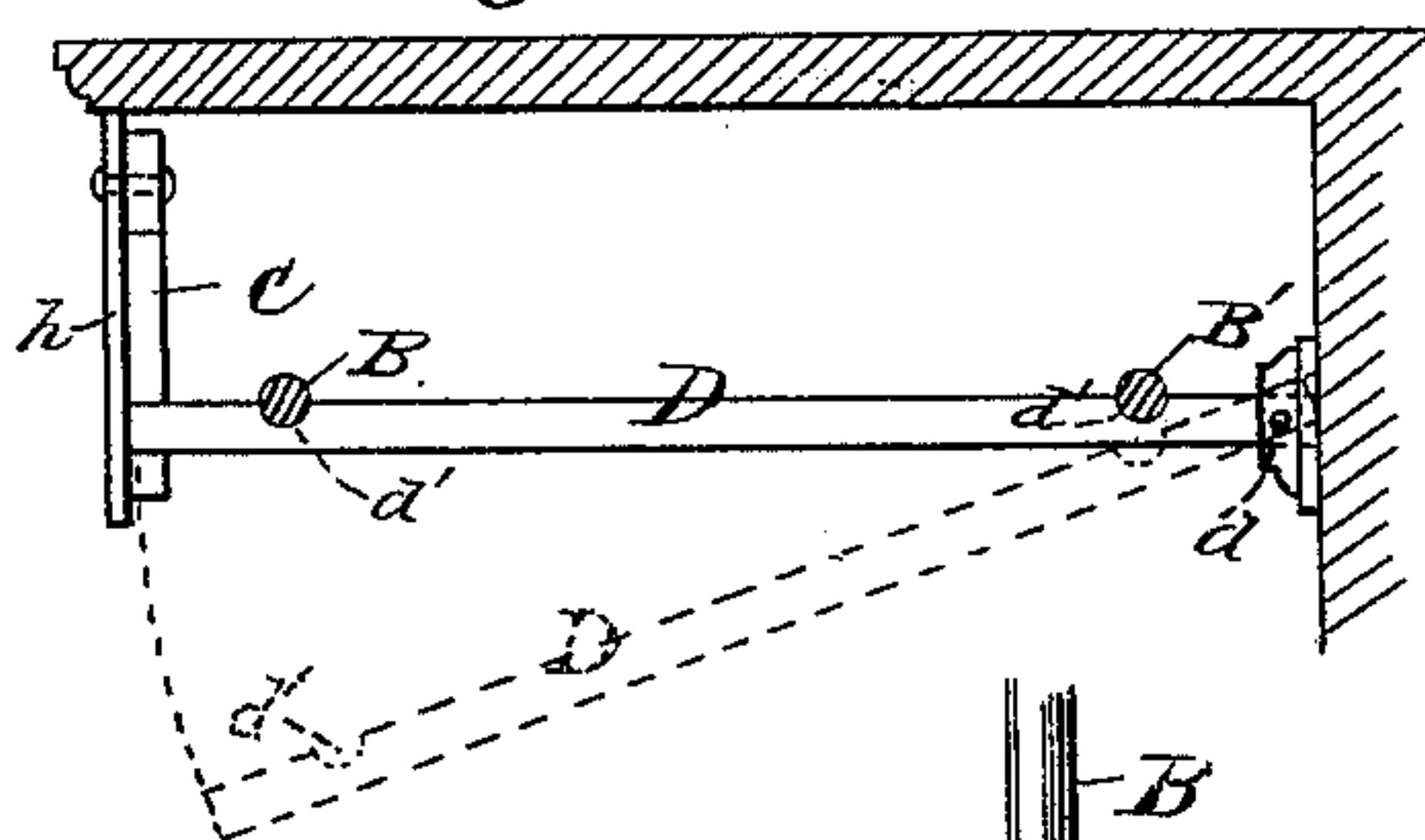


Fig. 4.

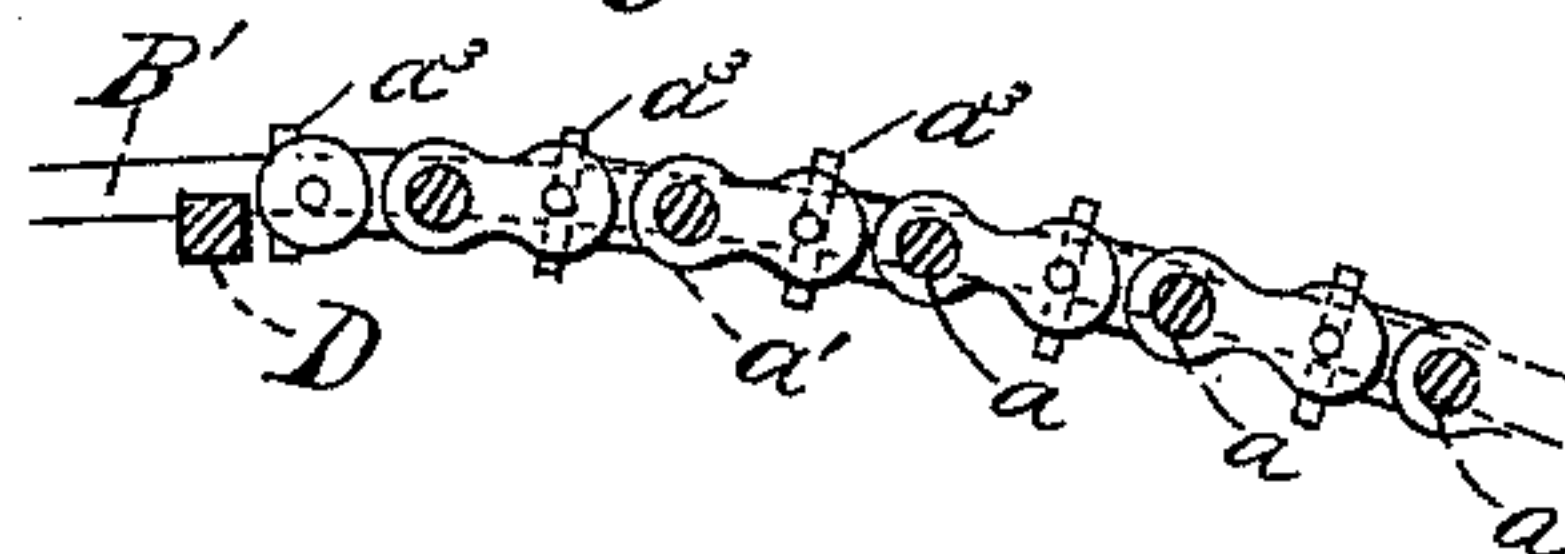


Fig. 5.

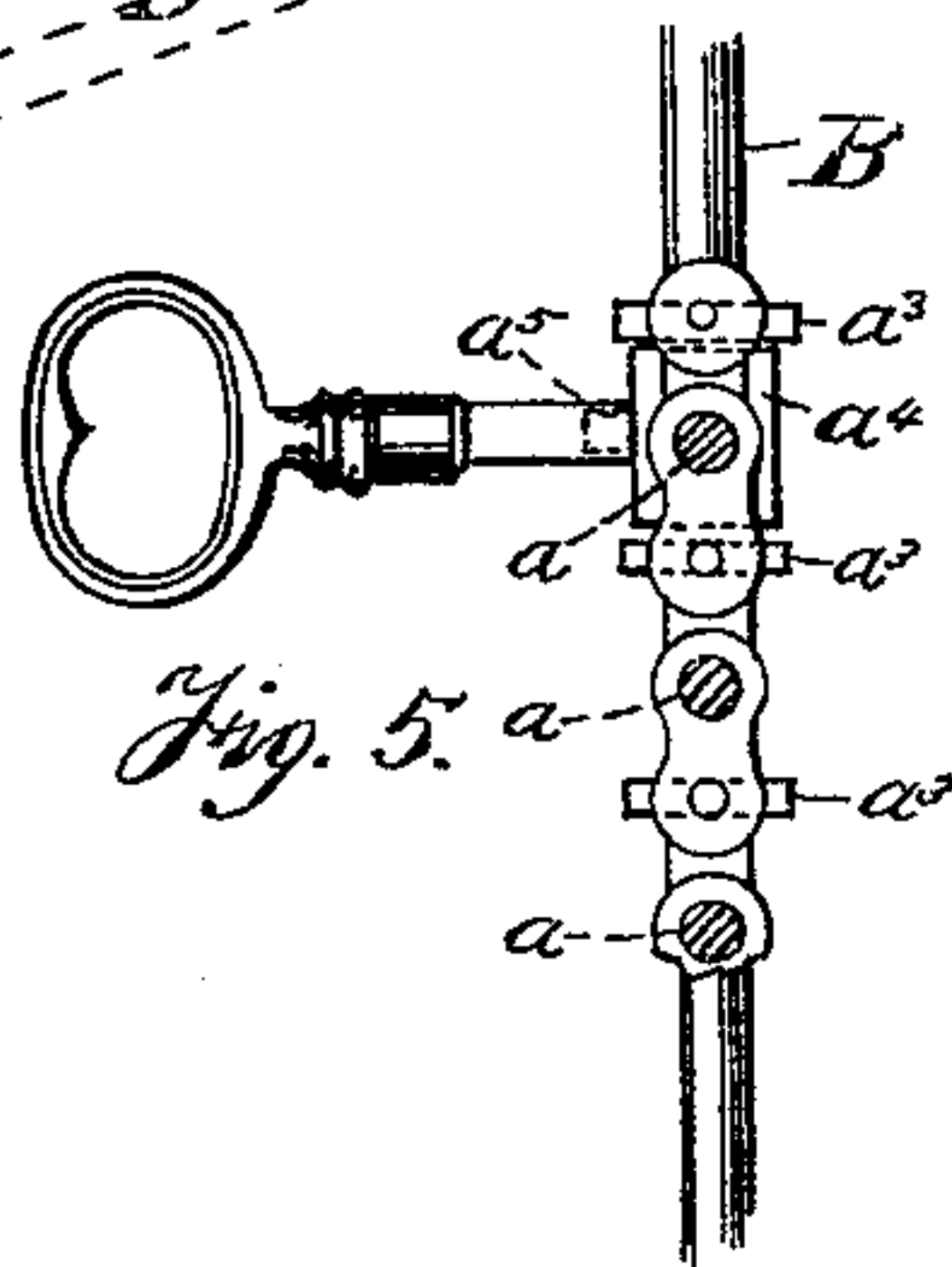


Fig. 6.

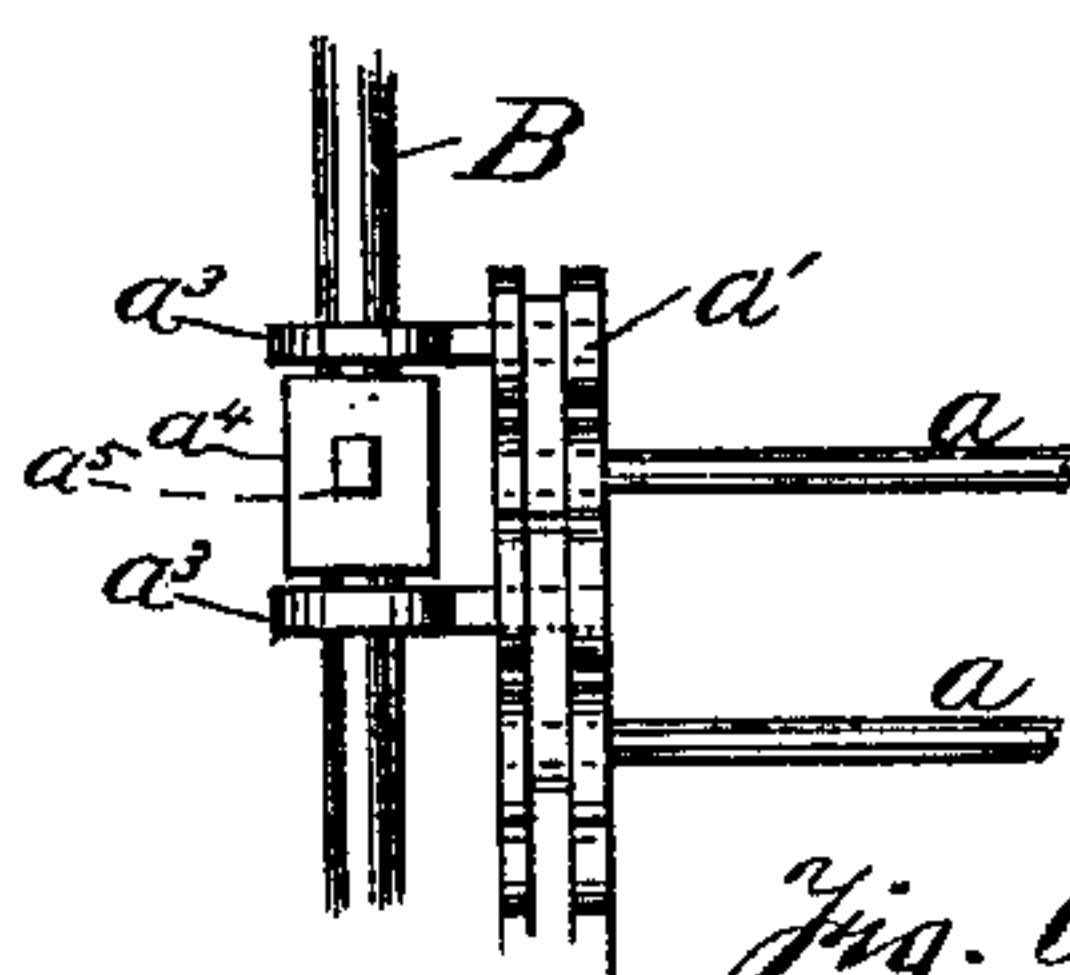
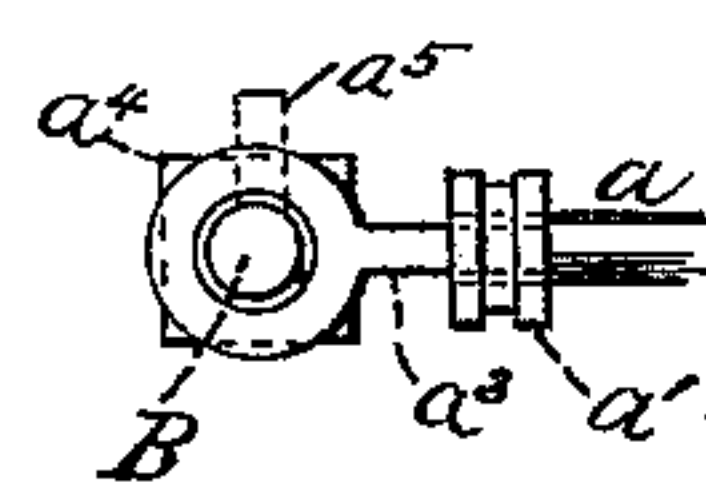


Fig. 7.



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# UNITED STATES PATENT OFFICE.

JAMES S. SAVAGE, OF NEWTON, MASSACHUSETTS.

## CAR-PLATFORM GATE.

SPECIFICATION forming part of Letters Patent No. 234,072, dated November 2, 1880.

Application filed March 22, 1880. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES S. SAVAGE, of Newton, in the county of Middlesex and State of Massachusetts, have invented certain Improvements in Car-Platform Gates, of which the following is a specification.

This invention relates to gates adapted to prevent passengers from getting on or off railroad-car platforms whenever such prevention is desirable.

The object of the invention is to enable such a gate to be readily moved to and from its operative position and be wholly out of the way when not in use; also, to enable the same gate to be used at either side of the platform.

To these ends my invention consists in the provision of two parallel standards or guides on the car-platform and a gate adapted to slide on said guides, all of which I will now proceed to describe.

Of the accompanying drawings, forming a part of this specification, Figure 1 represents an end view of a railroad-car provided with my invention, a portion of the platform and the gate being shown in section. Fig. 2 represents a side elevation of a portion of one end of the car. Fig. 3 represents an enlarged section on line *x x*, Fig. 1. Figs. 4, 5, 6, 7 represent details of the sliding gate.

The same letters of reference indicate the same parts in all the figures.

In the drawings, *P* represents a car-platform. *B B'* represent stout metallic arched rods or standards rising from the lower steps of the platform, and extending across the same at or near the level of the top of the car-door, each standard having two substantially-vertical portions, 1 1, and an intermediate portion, 2, which is approximately horizontal. The standards are parallel with each other, and they rise from opposite ends of the steps, so that there is sufficient room for passengers to pass freely between them.

*A* represents a gate, which, in this instance, is composed of a series of horizontal rods, *a*, and side pieces, *a' a'*, to which said rods are attached, said side pieces being composed of a series of links or plates pivoted together so as to be flexible longitudinally, and provided with eyes *a<sup>3</sup>*, running upon the standards *B B'*. At or near the ends of each side piece, *a'*, are

collars *a<sup>4</sup>*, which are also run upon the standards, and each collar is provided with a set-screw, *a<sup>5</sup>*, adapted to bear upon the standard on which such collar runs, and thus lock or fasten the gate to the standard. The set-screws preferably have heads so formed that they can only be turned by a wrench, which will be kept by a brakeman. The gate thus constructed is adapted to slide on the standards *B B'*, and is flexible, so that it can pass readily from the vertical to the curved intermediate portions of the standards, and, if desired, can be moved from the vertical portions of the standards at one side of the platform over the intermediate portions and down upon the vertical portions at the other side of the platform. When the gate is upon the vertical portions of the standards it may be secured thereto by the means described, so as to constitute a barrier to the steps of the car, as shown in Figs. 1 and 2. When the gate is upon the intermediate portions of the standards it is elevated out of the way of passengers, as shown in dotted lines, and the approximately-horizontal position of said intermediate portions keeps the gate in the position last indicated without fastening the gate to the standard. When it is desired to shift the gate from one side of the platform to the other, so that it may guard the other steps, it is moved across the intermediate portions, as above described.

*D* represents a brace, which is pivoted at *d* to the end of the car above the door, and extends across to the hood *h* at the end of the car-roof, where it is supported by a pivoted hook; *C*. When the brace *D* is in position notches *d' d'*, cut in its upper side, receive the upper portions of the standards *B B'*, and afford lateral support for said standards. When the hook *C* is swung back the brace *D* drops away from the standards, as shown in dotted lines in Fig. 3, so as to allow the gate *A* to be moved across the intermediate portions of the standards *B B'*, the brace being supported by the hook at all other times, to prevent the standards from swaying.

The devices above described constitute the best means of which I am at present aware for carrying out my invention; but they may be variously modified without departing from the



spirit of the invention. The standards may extend from only one side of the car-platform, terminating at or near the point where the brace D is located, in which case said brace may be fixed; or the standards may be otherwise supported at their upper ends. If desired, the standards B B' may be entirely vertical, and the gate may be fastened when raised the same as when lowered. In this case the gate need not be flexible, and should be so short that it will not be in the way of passengers' heads when raised.

The gate may be constructed in any suitable manner and of any suitable material to secure flexibility.

I claim—

1. The combination of two parallel standards located at opposite sides of the steps of a car, a gate adapted to slide on said standards, and means for locking the gate to the standards, as set forth.

2. The combination of two parallel standards having substantially vertical portions located at opposite sides of the steps of a railroad-car, and curved at their upper ends to present approximately-horizontal portions extending wholly or partly across the platform, combined with a flexible or jointed gate adapted to slide upon the vertical and curved portions of the standards, the latter portions keeping the gate in an elevated position, as set forth.

3. The combination of two parallel standards, each forming a continuous arched guide from one side of a car-platform to the other, combined with a flexible or jointed gate adapted to slide upon said guides and be used upon either side of the platform, as set forth.

4. The combination of two parallel standards, each forming a continuous arched guide from one side of a car-platform to the other, a flexible gate adapted to slide on said standards, and a brace D, adapted to support the upper portions of said standards and to be disconnected therefrom to permit the passage of the gate, as set forth.

5. The combination of the standards B B' and the gate A, composed of rods *a a* and flexible sides *a' a'*, provided with eyes *a<sup>3</sup>*, to run upon the standards, as set forth.

6. The combination of the standards B B' and the gate A, having flexible sides *a'*, eyes *a<sup>3</sup>*, collars *a<sup>4</sup>*, and set-screws *a<sup>5</sup>* in said collars, to secure the gate to the standards, as set forth.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, this 20th day of March, 1880.

JAMES S. SAVAGE.

Witnesses:

C. F. BROWN,

GEO. W. PIERCE.