(No Model.)

A. J. WILLCUTT.

CAR PLATFORM GATE.

No. 299,709. Patented June 3, 1884.

Fig. 1.

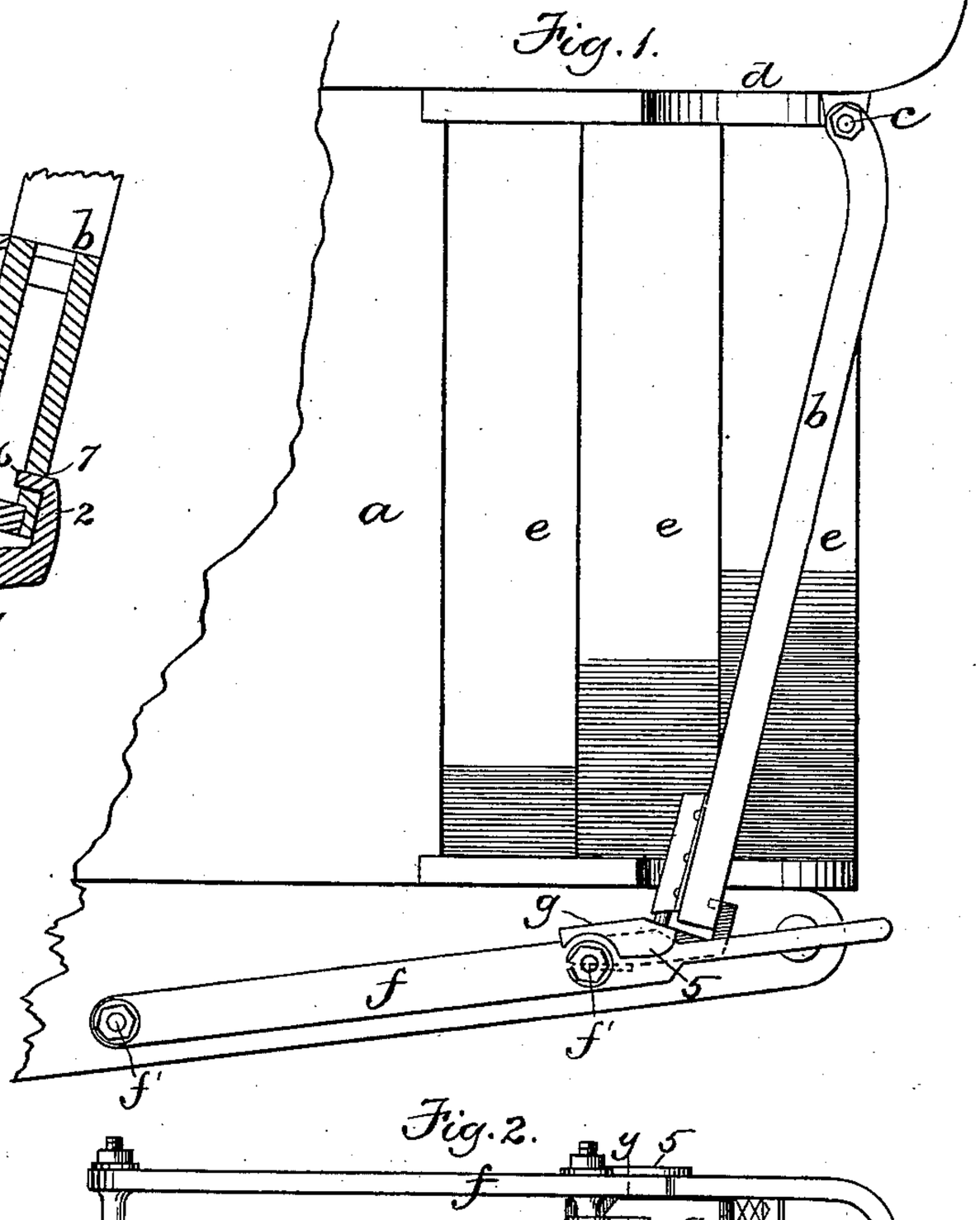


Fig. 3.

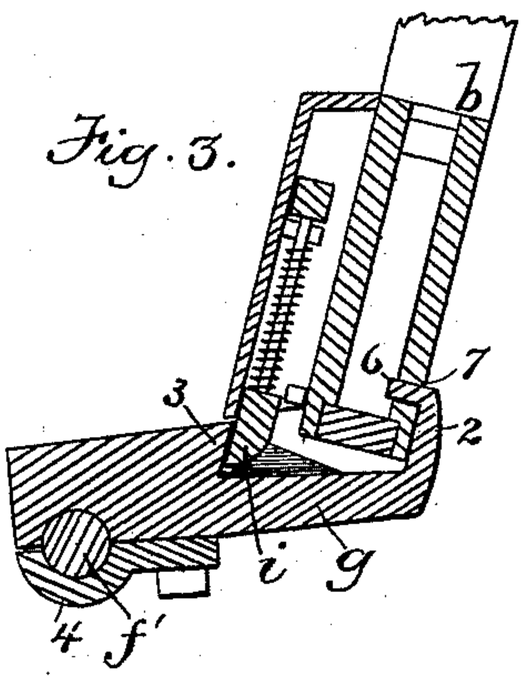


Fig. 2.

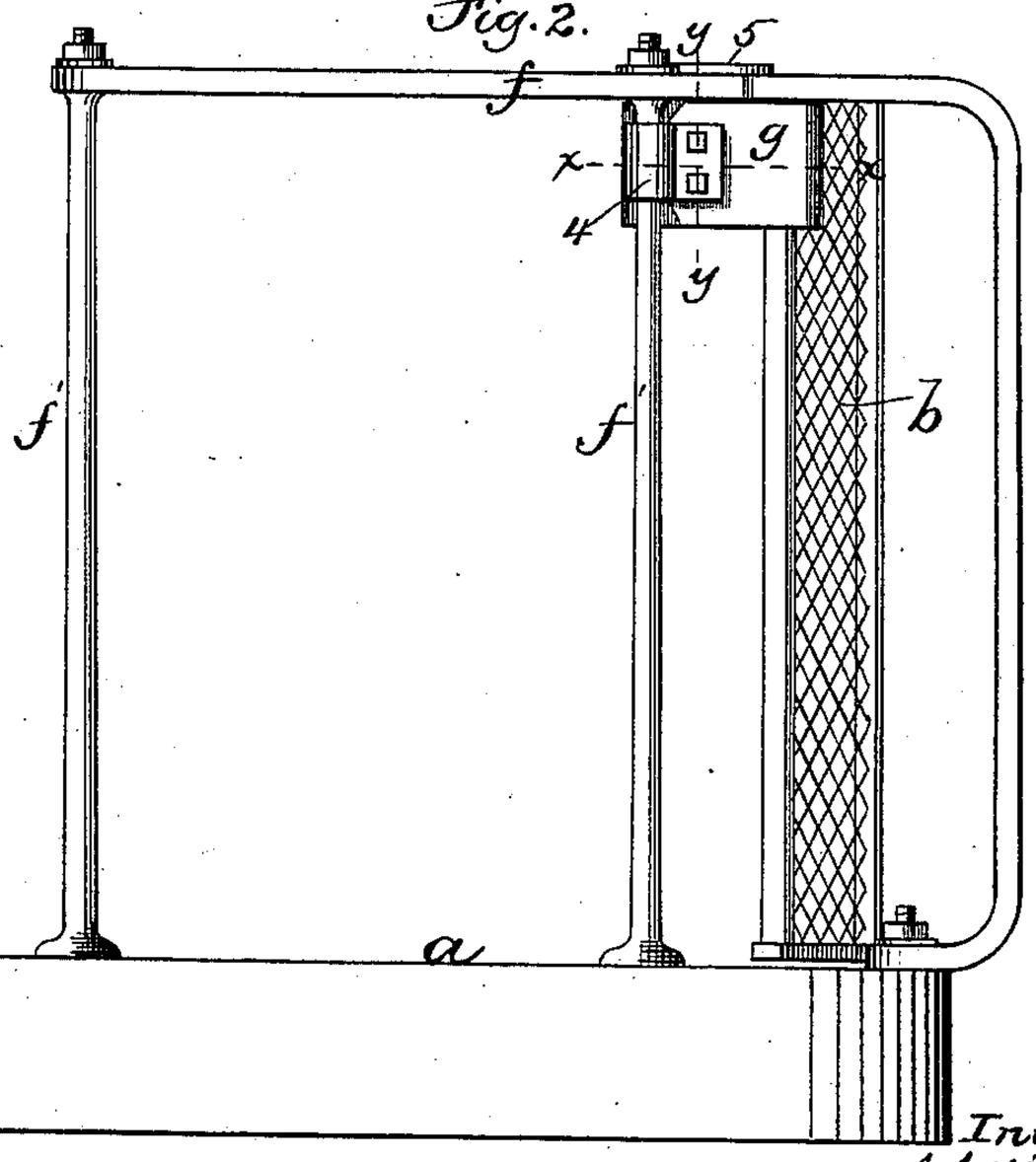
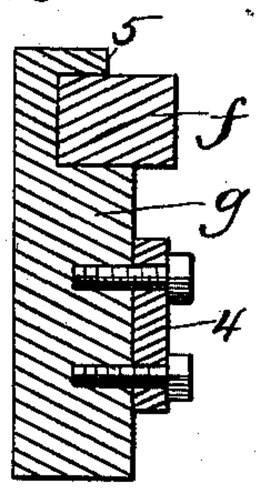


Fig. 4.



Witnesses.
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A. L. D. Lib

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UNITED STATES PATENT OFFICE.

ANDREW J. WILLCUTT, OF BOSTON, MASSACHUSETTS.

CAR-PLATFORM GATE.

SPECIFICATION forming part of Letters Patent No. 299,709, dated June 3, 1884.

Application filed March 17, 1884. (No model.)

To all whom it may concern:

Be it known that I, ANDREW J. WILLCUTT, of Boston, in the county of Suffolk and State of Massachusetts, have invented certain Improvements in Holding Devices for Car-Platform Gates, of which the following is a specification.

This invention has for its object to provide an improved device for application to the railing of a railroad-car platform for the purpose of arresting and holding in a closed position the gate or guard applied to said platform, and also to provide improved means for securing the swinging edge of the gate to said railing when the gate is locked, so that the gate cannot be unlocked by springing or crowding the railing away from the gate. To these ends my invention consists in the improvements which I will now proceed to describe.

Of the accompanying drawings, forming a part of this specification, Figure 1 represents a top view of a part of a railroad-car platform having a railing and gate provided with my improvements. Fig. 2 represents an end view of the same. Fig. 3 represents an enlarged section on line *x x*, Fig. 2. Fig. 4 represents an enlarged section on line *y y*, Fig. 2.

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

In the drawings, *a* represents a railroad-car platform, and *b* represents a gate of any suitable construction, hinged at *c* to the end *d* of the car, and adapted to stand across the platform over the steps *e e e*, as shown in Figs. 1 and 2, to prevent passengers from getting on or off. When the gate is in the position shown, it is locked or secured to the usual railing, *f*, of the car-platform, and when not in use is swung back against the end of the car.

My invention relates wholly to the means for securing or locking the swinging edge of the gate when it is in operative position.

In carrying out my invention I provide a plate, *g*, adapted, as hereinafter described, to be rigidly attached to the railing *f*, and having a lug or shoulder, 2, which constitutes a stop against which the outer side of the gate strikes when the gate is fully opened, and a shoulder, 3, which engages the spring-bolt *i* of the gate-lock when the gate strikes the shoulder 2, so that when the gate is fully opened it is prevented from swinging outwardly by the shoulder 2 and from swinging inwardly by the shoulder 3.

To the outer side of the plate *g* is bolted a clamping ear or lug, 4, between which and the side of the plate is formed a socket adapted to fit closely on one of the uprights or posts, *f'*, of the railing *f*. When the bolts that secure the lug 4 to the plate *g* are tightly screwed in, the post *f'* is tightly grasped or clamped by the lug and plate. To prevent the plate from turning and from slipping downwardly on the post *f'*, I extend the plate upwardly at one side of the horizontal portion of the railing *f*, and provide it with a flange, 5, which projects partly over and bears on the top of the railing, as shown in Figs. 1 and 4. The bearing of the plate against the side of the railing prevents the plate from turning, while the bearing of the flange 5 on the top of the railing prevents the plate from moving downwardly. Thus the plate, with its stops or shoulders above described, is readily and securely attached to the railing, and no preparation or adaptation of the railing is required. The railing of a car-platform is not braced transversely, and is therefore capable of being sprung or slightly displaced laterally at its upper portion. To prevent the railing from being sprung or displaced and thus disengaged from the lock-bolt *i* when the gate is locked, I provide the lug or shoulder 2 of the plate *g* with an offset, 6, arranged substantially at right angles with the lug, as shown in Fig. 3. Said offset enters a slot, 7, formed in the gate or in a plate attached thereto, and thus engages the railing with the gate in such manner that the railing cannot be pulled or sprung away from the gate. The unauthorized opening of the gate, as above described, is thus prevented.

I claim—

1. The combination of a car-platform railing, a gate hinged to the end of the car and adapted to swing outwardly toward the railing, and a stop-plate adapted for attachment to the railing, and provided with a stop adapted to limit the outward movement of the gate, and a shoulder to engage a spring lock-bolt on the gate, as set forth.

2. The combination of a car-platform rail-

ing, a gate hinged to the end of the car and adapted to swing outwardly toward the railing, and provided with a slotted plate, and a stop-plate adapted for attachment to the railing, and provided with a stop adapted to limit the outward movement of the gate, a shoulder to engage a spring lock-bolt on the gate, and a lug adapted to enter the slot in the gate, and thereby prevent the separation of the platform and gate, as set forth.

3. The improved plate *g*, having a gate-arresting stop or stops, and a clamping-lug, whereby it may be secured to one of the uprights of the car-platform railing, as set forth.

4. The improved plate *g*, having a gate-arresting stop or stops, a clamping-lug adapted to grasp one of the uprights of a car-platform railing, and a flange, 5, adapted to bear upon the top of said railing, as set forth.

5. The car-platform gate having a lock-bolt, *i*, and a slot, 7, combined with a plate, *g*, attached to the platform-gate, and provided with a shoulder adapted to engage the lock-bolt, and with a lug having an offset, 6, adapted to enter the slot 7 in the gate, whereby the railing is prevented from being separated from the gate, as set forth.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, this 13th day of March, 1884.

ANDREW J. WILLCUTT.

Witnesses:
C. F. BROWN,
A. L. WHITE.