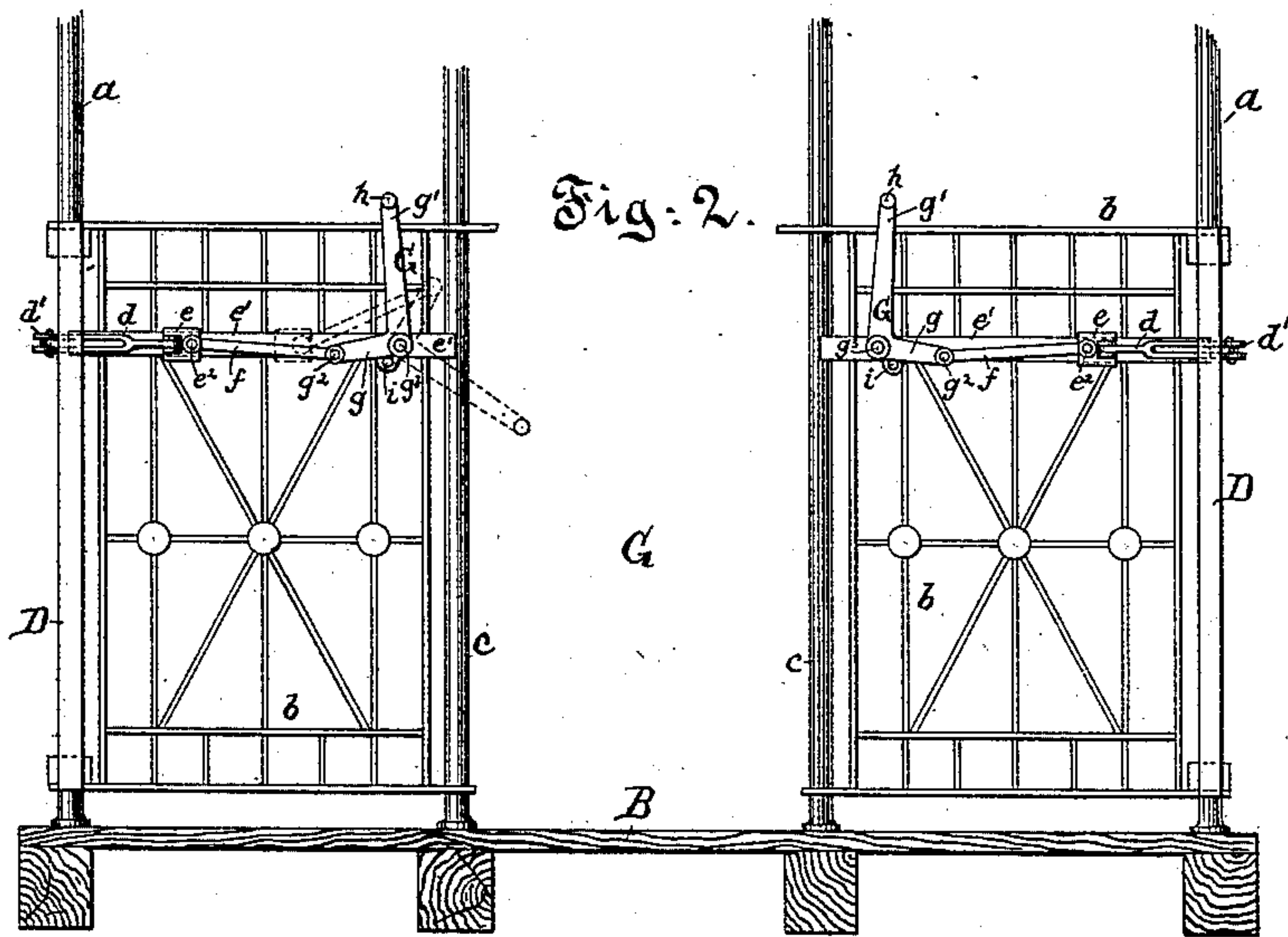
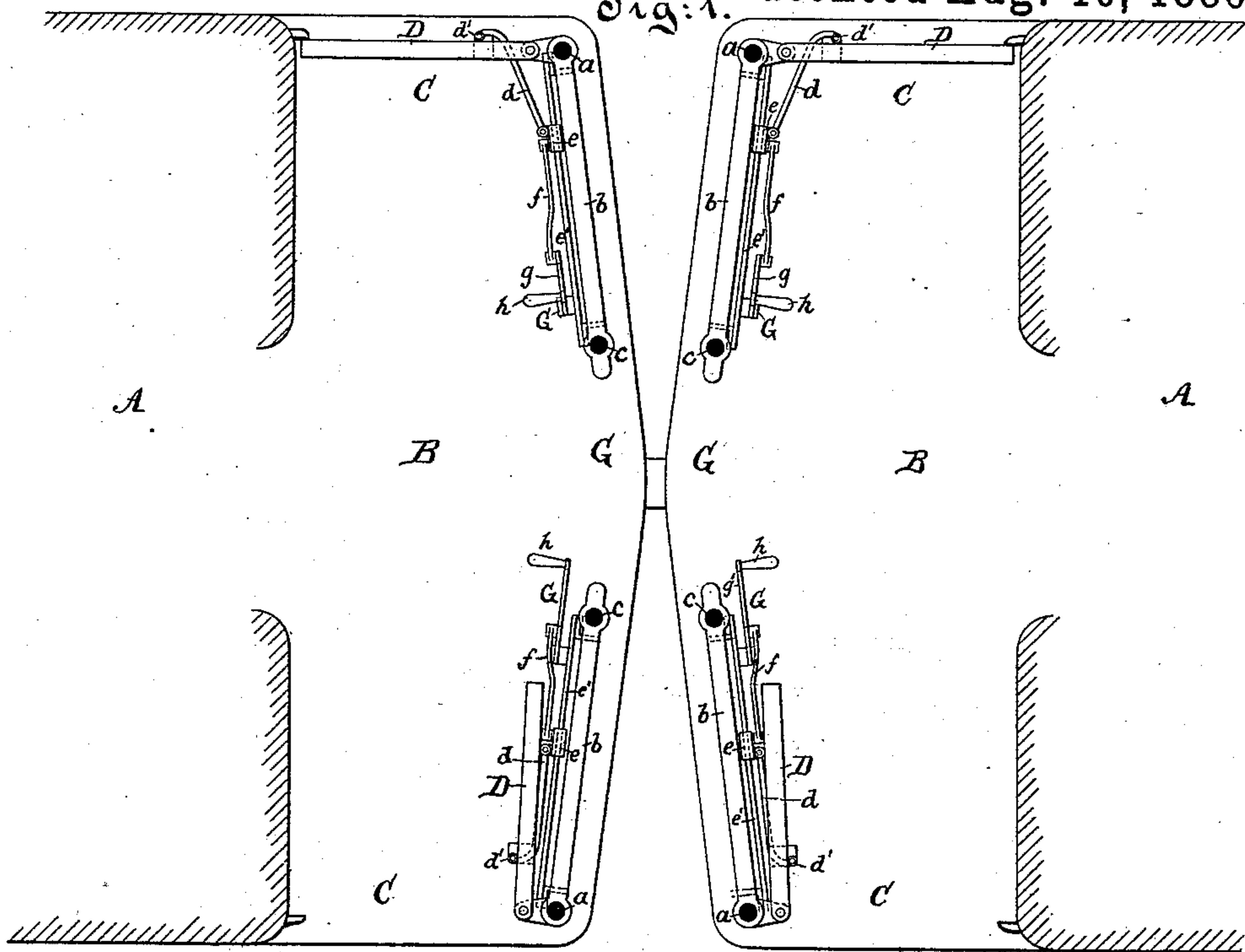


(No Model.)

T. W. PEEPLES.
GATE FOR RAILWAY CARS.

No. 347,057.

Fig. 1. Patented Aug. 10, 1886.



Witnesses:
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UNITED STATES PATENT OFFICE.

THOMAS W. PEEPLES, OF NEW YORK, N. Y.

GATE FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 347,057, dated August 10, 1886.

Application filed May 21, 1884. Serial No. 132,957. (No model.)

To all whom it may concern:

Be it known that I, THOMAS W. PEEPLES, a citizen of the United States, and a resident of the city, county, and State of New York, have invented certain new and useful Improvements in Gates for Railway-Cars, fully described and represented in the following specification and the accompanying drawings, forming a part of the same.

My improvement relates to gates employed to close the side entrances to railway-platforms.

I will describe in detail a gate or gates embodying my improvement, and then point out the novel features in claims.

In the accompanying drawings, Figure 1 is a plan view of the adjoining platforms of two cars, showing the gates upon one side open and those upon the opposite side closed, the gates being provided with an opening and closing apparatus embodying the present invention. Fig. 2 is an elevation looking toward the guard-rails, and showing the car-platform in section.

Referring to said drawings, it is to be understood that A A represent two ordinary railway-cars, and B B the adjoining platforms thereof, C C being the usual entrances from the station-platform, and D D gates of the ordinary construction for closing said entrances. The gates D are hinged in the usual manner to posts *a*, rising from the corners of the platforms, and close against suitable stops projecting from the car-body. The platforms B are provided, as shown, with the usual guard-railings, *b*, extending inward from the posts *a* to similar posts, *c*, which are located a sufficient distance apart to leave a passage-way, G, from one car to the other.

Each of the gates is provided at a suitable distance from its hinge with a link, *d*, which is hinged to the gate at *d'*, while its other end is connected to a sliding piece, *e*. This piece *e* slides upon the guide or rail *e'*, which latter is fastened in a substantially-horizontal position to the guard-rail *b*, as shown. To the piece *e* is also pivoted a link, *f*, the opposite end of which is connected with the arm *g* of a bell-crank lever, G, turning on a pivot set in the guide *e'* near the inner end of the railing *b*. The other arm, *g'*, of the bell-crank lever G is provided with a handle, *h*, by which it

can be operated. From this arrangement it will be seen that the guard or attendant, while standing in the passage-way G, can, by grasping the two handles *h* and turning the levers G in one direction or the other, open or close both gates simultaneously and without loss of time.

The mechanism will preferably be provided with some form of locking means by which the gates can be reliably held in their closed position. Such locking may be accomplished by having a fixed stop, *i*, set in the guide *e'*, or in the fixed guard-railing *b*, in such position that when the lever G is thrown fully over to close the gate the arm *g* will be arrested by said stop *i* in such position that the pivot *g''* will be slightly beyond the dead-point, or below the line connecting the pivots *g''* *e''*, so that a pressure brought upon the gate tending to open the same will be transmitted through the parts *d e f* to the point *i*, which, not being able to yield, will effectually resist the undue opening force.

Although it is preferable that the links *d f* should be arranged upon the inside of the railings *b*, as shown in the figures, yet this arrangement is not necessary. The rods and links may be arranged upon the outside of the railings, care being taken in this case to so arrange the parts that the inner portions of the railings *b* do not interfere with the proper working of the mechanism. It is also quite apparent that, if the piece *e* were affixed to the guard-rail *b* and the rail *e'* were free to act as a slide-rod through the piece *e*, the links *d* and *f* being connected to the slide-rod, the effect would be the same.

What I claim is—

1. The combination, with a gate arranged to close the side entrance to a car-platform, of an operating-lever located at or near one end of the platform guard-rail, a slide piece or rod, and links connecting the slide piece or rod with the lever and gate, substantially as specified.

2. The combination, with a gate arranged to close the side entrance to a car-platform, of an operating bell-crank lever located at or near one end of the platform guard-rail, a slide piece or rod, and links connecting the slide piece or rod with the lever and gate, substantially as specified.

3. The combination, with a gate arranged lever in one direction, substantially as speci-
to close the side entrance to a car-platform, of fied.
an operating bell-crank lever located at or
rear one end of the platform guard-rail, a THOS. W. PEEPLES.
5 slide piece or rod, links connecting the slide
piece or rod with the lever and gate, and a
stop limiting the movement of the bell-crank

Witnesses:

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