

(No Model.)

2 Sheets—Sheet 1.

L. RINALDI.  
ELEVATED RAILWAY GATE.

No. 368,783.

Patented Aug. 23, 1887.

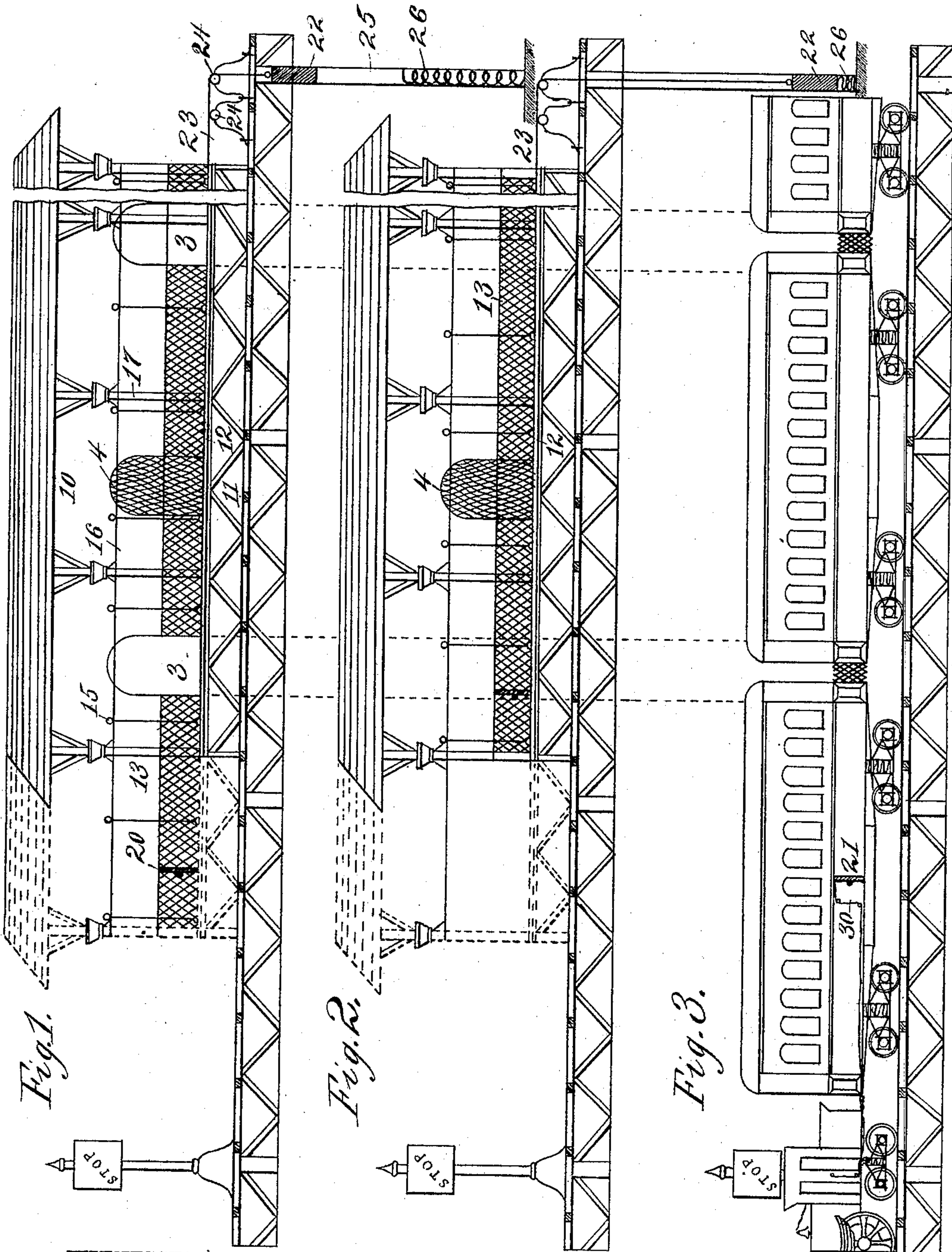


Fig. 1.

Fig. 2.

Fig. 3.

WITNESSES:

C. Sedgwick,  
J. M. Ritter

INVENTOR:

L. Rinaldi

BY

Munn & Co

ATTORNEYS.

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2 Sheets—Sheet 2.

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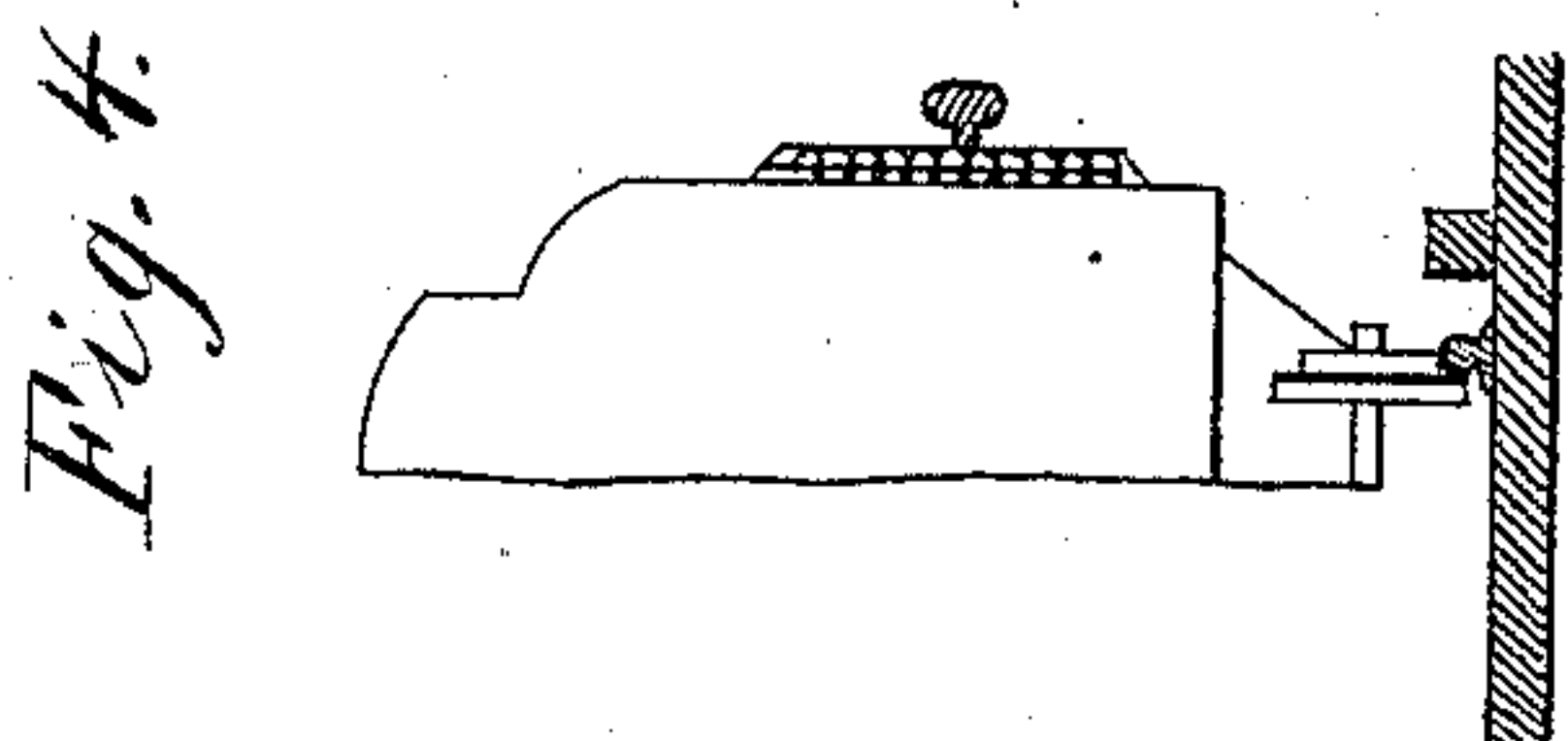
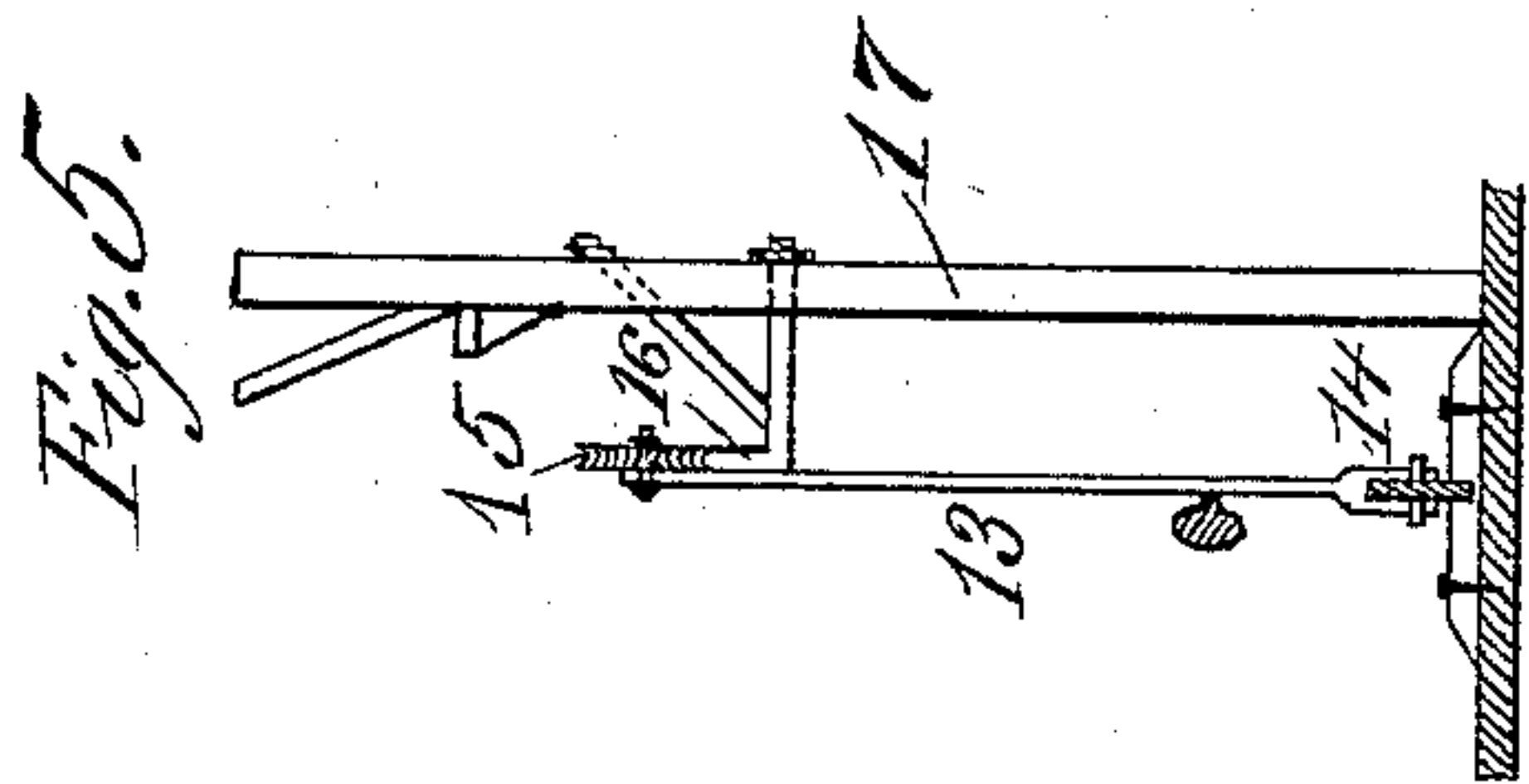
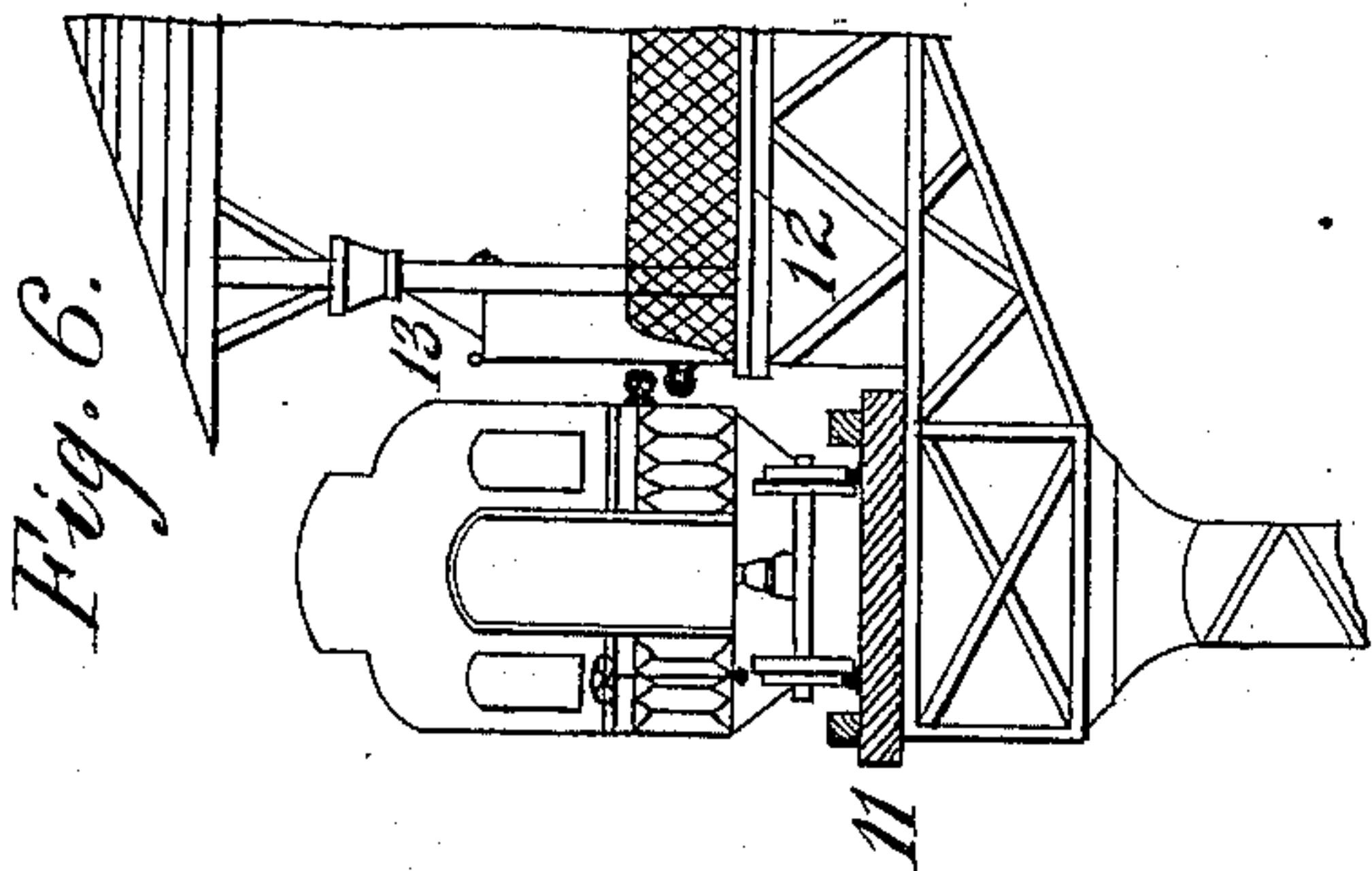
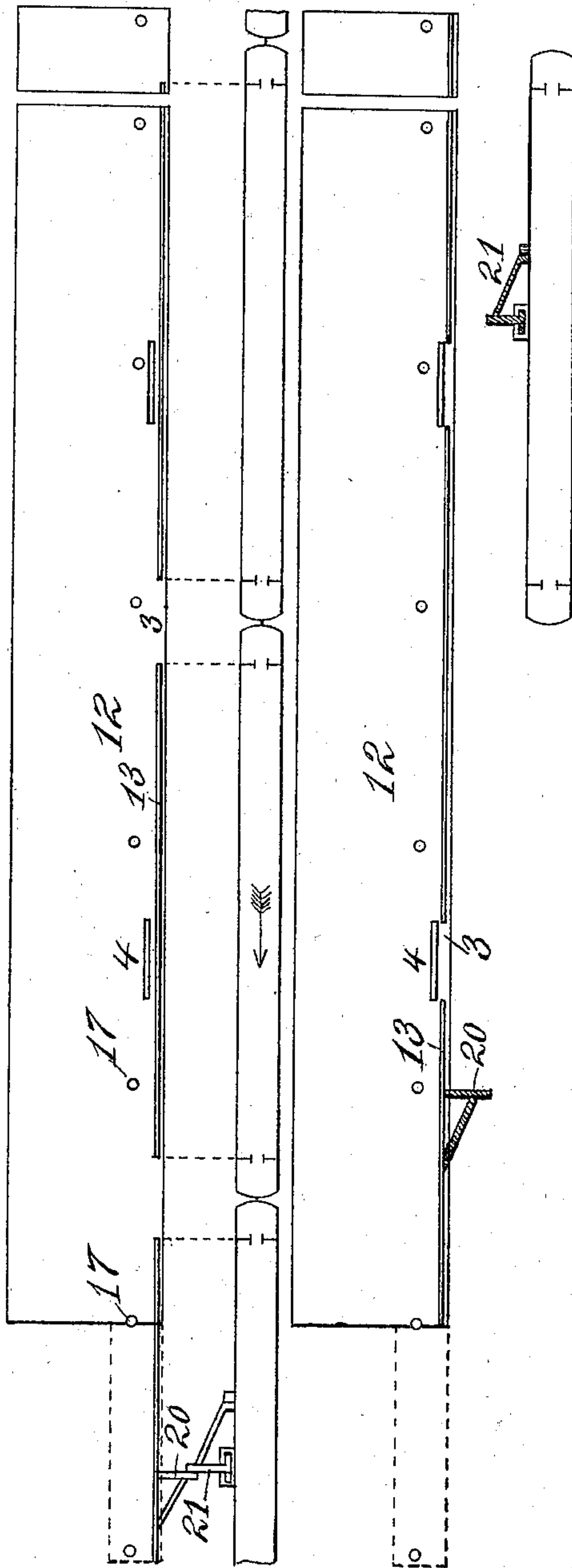


Fig. 7.



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# UNITED STATES PATENT OFFICE.

LEONIDA RINALDI, OF NEW YORK, N. Y.

## ELEVATED-RAILWAY GATE.

SPECIFICATION forming part of Letters Patent No. 368,783, dated August 23, 1887.

Application filed June 4, 1887. Serial No. 240,267. (No model.)

*To all whom it may concern:*

Be it known that I, LEONIDA RINALDI, a citizen of the United States, residing in New York, in the county and State of New York, have invented a new and Improved Elevated-Railway Gate, of which the following is a full, clear, and exact description.

This invention relates to a novel form of gate that is applicable for use in connection with railway-stations, the device, however, being especially adapted for use in connection with elevated-railway stations, whereon large crowds are apt to congregate at certain hours of the day, thus endangering the lives of the passengers, owing to the liability of those upon the outside to be forced from the platform and onto the tracks; and it is to prevent such accidents that I have invented the gate forming the subject-matter of this application.

The invention consists in the peculiar construction and arrangement of parts, as hereinafter fully described, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 is a side view of a portion of a station, the railing being represented as it appears when its ports are moved to a position out of register with the barriers. Fig. 2 is a similar view, representing the railing as it appears when in the closed position. Fig. 3 is a view of a portion of a train, representing said train in position so that its platforms register with the ports of the railing when said railing is in the position in which it is shown in Fig. 1. Fig. 4 is an end view of a portion of a car constructed to operate in connection with my improved gate. Fig. 5 is a detail view, representing one end of the movable railing and its connections. Fig. 6 is a view of the rear end of a train, representing it in connection with a station provided with my improved form of gate; and Fig. 7 is a diagram illustrating the relative positions of the cars and the movable railing, the railing being shown as open upon one side of the diagram and as closed upon the other.

In the drawings, 10 represents a railway-station, of which 11 is the road-bed and 12 the platform. Upon this platform I mount a

railing, 13, which extends the full length of the platform, said railing being supported by lower rollers, 14, which ride upon a proper track fixed to the platform, and by upper rollers, 15, which ride upon a rail, 16, that is supported by the roof-posts 17.

Near the forward end of the railing 13 there is an outwardly-extending projection, 20, which extends into the path of a swinging projection, 21, that is carried by one of the forward cars or by the engine of the train, while to the rear end of the railing there is connected a weight, 22, this connection being established by means of a chain or wire rope, 23, which extends from the weight over spring-supported sheaves 24 to the railing 13, and this weight 22 is housed within a tube or box, 25, in the lower portion of which there is arranged a buffer-spring, 26. A manipulating-cord, 30, is connected to the stop 21, and by pulling upon this cord the stop may be lowered so that it will not strike against the projection 20 as the train passes the station.

In the railing 13 there are formed a number of ports or openings, 3, which normally register with barriers 4, that are rigidly connected to the platform 12 just within the railing 13.

Such being the general construction of the gate, the operation is as follows: As a train approaches the station the projection 21 strikes against the projection 20, and the railing 13 is carried from the position in which it is shown in Fig. 1, the ports or openings 3, that are formed in the railing 13, being thus moved from their position in register with the barriers or gates to a position so that the ports will register with the platforms of the cars, as indicated to the right in Fig. 7, the train said figure being supposed to be moving in the direction of the arrow shown in connection therewith. After the passengers have left and boarded the train, the operating-cord 30 is drawn upon, and the projection 21 is moved so as to free the projection 20, and immediately upon such disconnection the weight 22 will act to return the railing to the position in which it is shown in Fig. 2—that is, to a position so that its ports or openings will register with the barriers 4.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. In a railway-gate, the combination of a movable railing mounted on ways and provided with ports and with a fixed projection extending into the path of a projection carried  
5 by the train, fixed barriers, and a weight connected to the railing and adapted to hold the railing in its normal position with the ports thereof in register with the fixed barriers, substantially as herein shown and described.
- 10 2. The combination, with a railing, 13, formed with ports 3 and mounted upon upper and lower supported rollers, of a weight, 22, a spring, 26, arranged in connection with said weight, a projection, 20, carried by the railing, and barriers 4, fixed to the platform in connection with which the railing is arranged, substantially as described. 15

LEONIDA RINALDI.

Witnesses:

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C. SEDGWICK.