

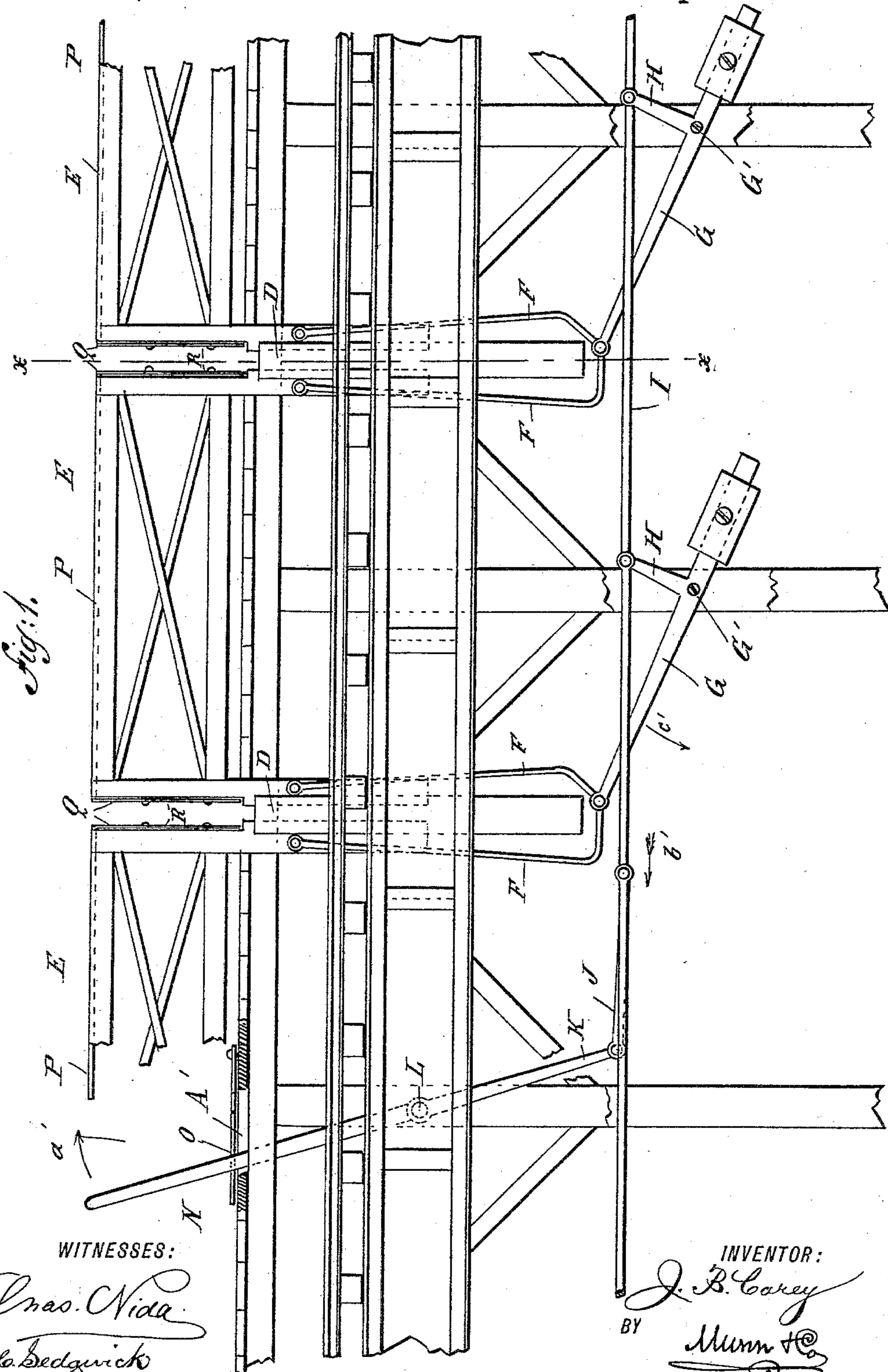
(No Model.)

2 Sheets—Sheet 1.

J. B. CAREY.
RAILROAD GATE.

No. 411,579.

Patented Sept. 24, 1889.



WITNESSES:

Chas. Vida
Co. Sedgwick

INVENTOR:

J. B. Carey
BY *Munn & Co.*
ATTORNEYS.

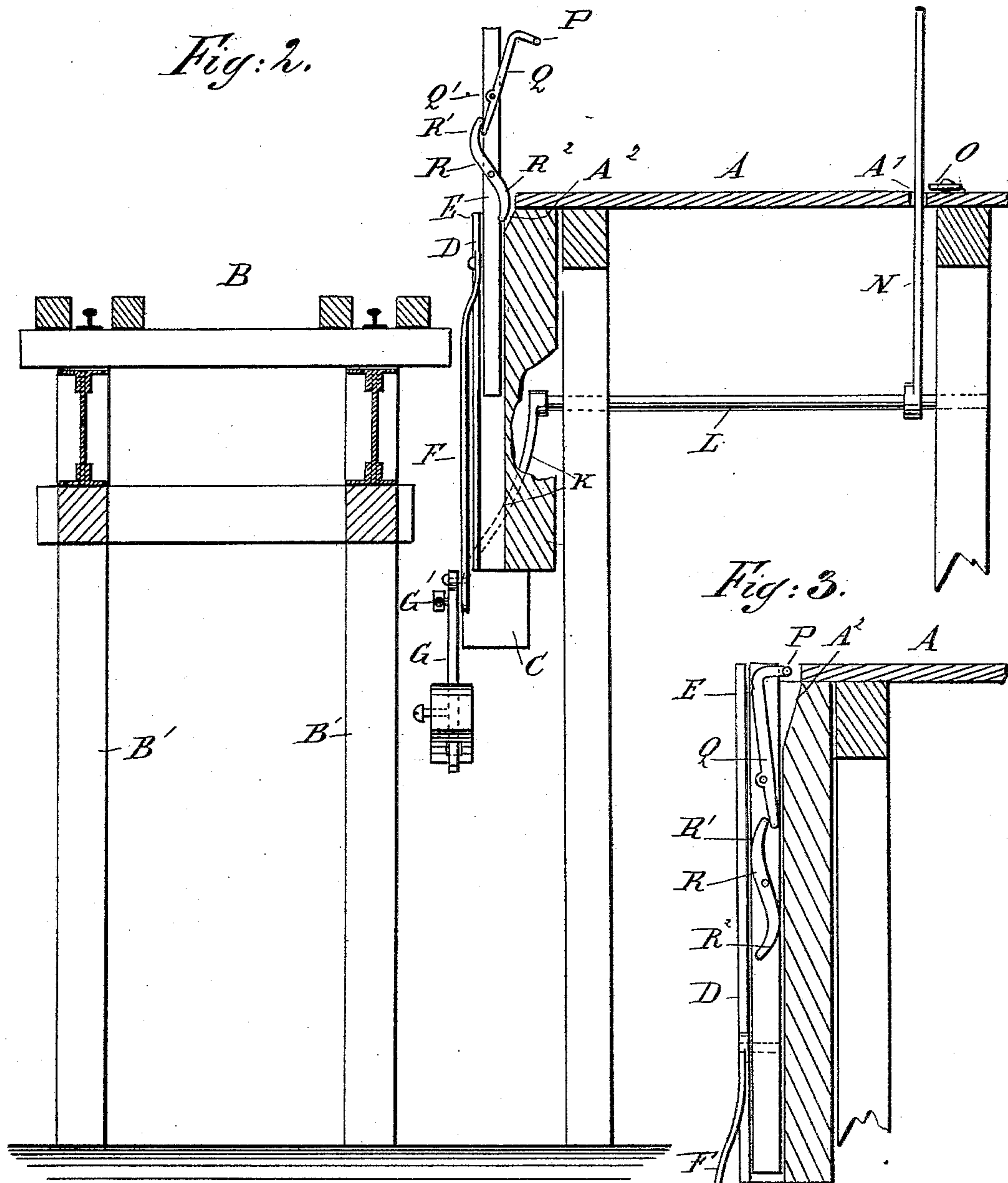
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UNITED STATES PATENT OFFICE.

JOHN B. CAREY, OF BROOKLYN, NEW YORK.

RAILROAD-GATE.

SPECIFICATION forming part of Letters Patent No. 411,579, dated September 24, 1889.

Application filed November 21, 1888. Serial No. 291,463. (No model.)

To all whom it may concern.

Be it known that I, JOHN B. CAREY, of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Railroad-Gate, of which the following is a full, clear, and exact description.

The invention relates to railroad-gates such as shown and described in Letters Patent No. 373,642 and No. 373,643, both granted to me November 22, 1887.

The object of the present invention is to provide a new and improved self-closing railroad-gate which is simple and durable in construction and can be quickly opened by an operator.

The invention consists of certain parts and details and combinations of the same, as will be hereinafter fully described, and then pointed out in the claims.

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

Figure 1 is a side elevation, with parts broken out, of the improvement in a closed position and as applied to an elevated railroad. Fig. 2 is a vertical cross-section of the same on the line xx of Fig. 1, and Fig. 3 is a like view of the same in an open position.

The improved railroad-gate is specially adapted for elevated railroads to form a gate or a series of gates at the outer edge of the platform A next to the track B, which is generally a certain distance below the platform A, so that the latter is even with the floors of the railroad-cars when the train is drawn up to the station. On the platform-supports C are secured a number of guides D, which extend up to the outer edge of the platform A, and between each two succeeding guides is held to slide vertically a gate E, of suitable construction, and vertically connected at each end by a link F with a weighted lever G, fulcrumed at G' on a suitable post or bracket secured either to the track-posts B' or to the platform-supports C.

From the fulcrum G' of each weighted lever G extends an arm H at right angles, which is pivotally connected to a rod I, arranged horizontally and extending along under the platform A. This rod I is pivotally connected,

preferably near its middle, with a link J, pivoted on the lower end of an arm K, secured on a shaft L, extending transversely and mounted to turn in suitable bearings formed on the platform-supports. On the shaft L is secured an upwardly-extending lever N, which passes through a slot A' in the platform A and extends a suitable distance above the latter. A catch O, pivoted on top of the platform A, serves to lock the lever N in either a forward or backward position. Other suitable means may be employed to accomplish the same result.

In front of each gate, near its upper end, is held a U-shaped frame P, secured at its ends to the levers Q, fulcrumed at Q' to the ends of the respective gate E. The lower ends of the levers Q are engaged by the upper end R' of the S-shaped levers R, also pivoted at the ends of the gates E. The lower end R² of each lever R is adapted to engage an incline A², formed on the platform-supports C, and serving to move the frames P inward or outward on the upper ends of the respective gates E.

The operation is as follows: When the catch O is disengaged from the lever N, the several gates E are in a closed position—that is, they extend above the platform A at the outer edge thereof. This is accomplished by the weights on the levers G, pivotally connected by the links F with the gates E. Now, when a train comes to a standstill at a station, the operator moves the lever N in the direction of the arrow a' , whereby the rod I is moved horizontally in the direction of arrow b' and the several levers G are swung in the direction of the arrow c' , so that the gates E move downward vertically until the upper edge of each gate is flush with the top of the platform A. The passengers are now permitted to pass from the platform A into the cars, or vice versa, in the usual manner. As soon as the operator has moved the lever N sufficiently to open the gates, as above described, he again locks the lever N in place by means of the catch O. As soon as all the passengers are on or off of the train the operator unlocks the catch O, so that the weights on the levers J cause an upward sliding movement of the gates E, at the same time returning the lever N to its

former position. The gates are thus self-closing. The operator may assist in closing the gates by moving the lever N in the inverse direction of the arrow a' . When the gates are closed, as shown in Fig. 2, then the U-shaped frame P hangs outward toward the platform A, so that the lower end R^2 of the lever R is pressed in contact with the upper end of the incline A^2 , formed on the platform-supports C. When the gates begin to open, the lower end R^2 of each lever R slides downward on the incline A^2 , and is thus caused to swing so that the U-shaped frame P swings inward toward the gate E, thereby giving a danger signal to the passengers standing on the platform. This signal is intended to prevent people from getting too near the gates E, thus avoiding accidents in opening and closing gates. The levers Q and R are so arranged that when the gates are in an open position said levers are flush with the ends of the gates.

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

1. In a railroad-gate, the combination, with self-closing railroad-gates mounted to slide in guides arranged below the station-platform, of a lever extending above the platform and serving to open the gates flush with the platform, and a frame mounted to swing auto-

matically on the front of each gate and serving as a danger-signal, substantially as shown and described.

2. In a railroad-gate, the combination, with a platform and guides held below the said platform, of a gate held to slide in the said guides, a weighted lever connected at one end with the said gates, a rod connecting the several levers with each other, a hand-lever extending above the platform and connected with the said rod to open the gates, and a frame mounted to swing automatically at the upper end of each gate and in front of the same and serving as a danger-signal, substantially as shown and described.

3. In a railroad-gate, the combination, with a platform and guides held below the said platform, of a self-closing gate held to slide in the said guides, a lever extending above the platform and serving to open said gate, a frame held in the front of said gate, a lever pivoted at each end of the said gate and carrying said frame, and S-shaped levers controlling the said frame-levers and operated by an incline on the said platform, substantially as shown and described.

JOHN B. CAREY.

Witnesses:

C. SEDGWICK,
THEO. G. HOSTER.