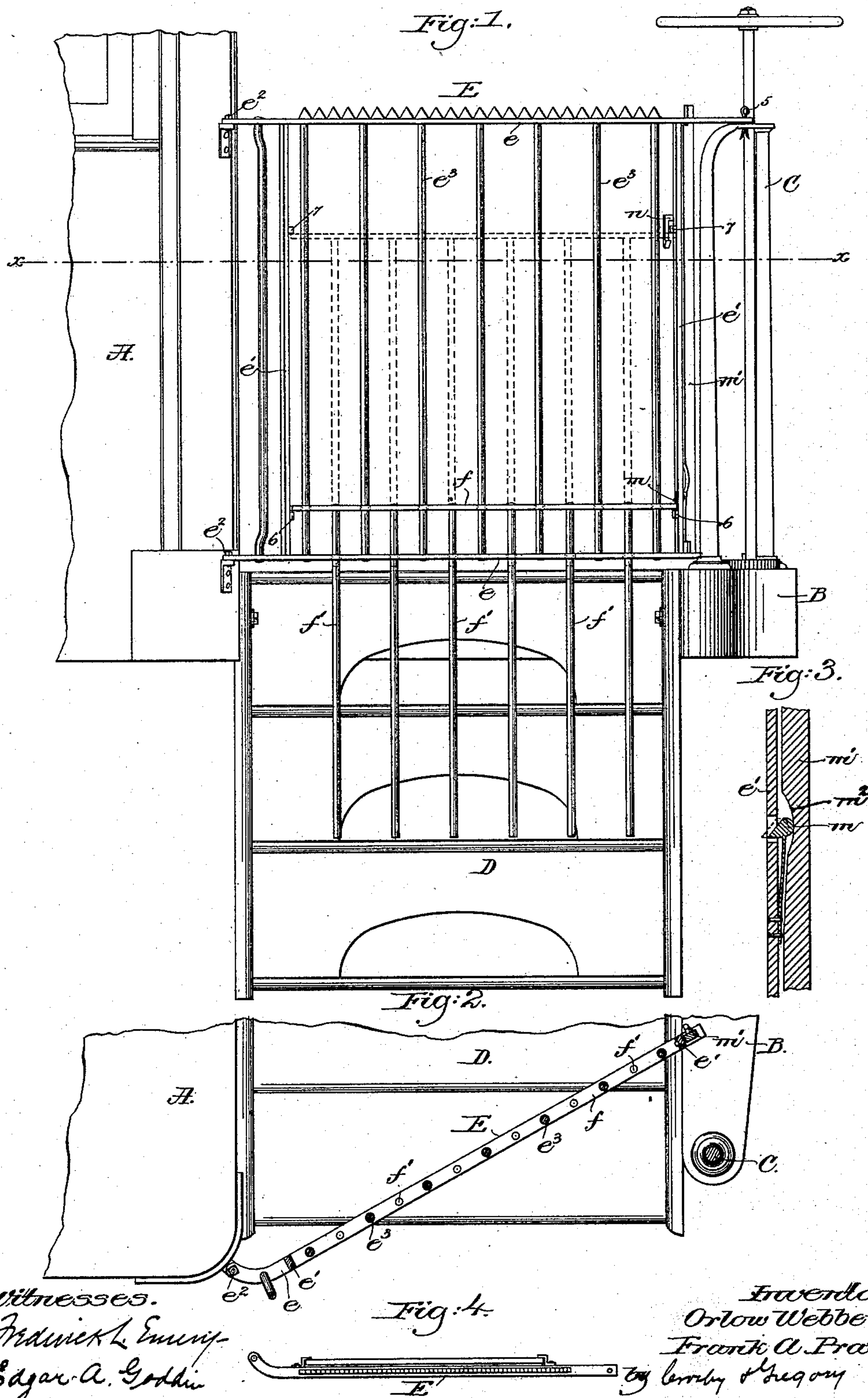


2 Sheets—Sheet 1.

No. 416,768.

Patented Dec. 10, 1889.



N. PETERS, Photo-Lithographer, Washington, D. C.

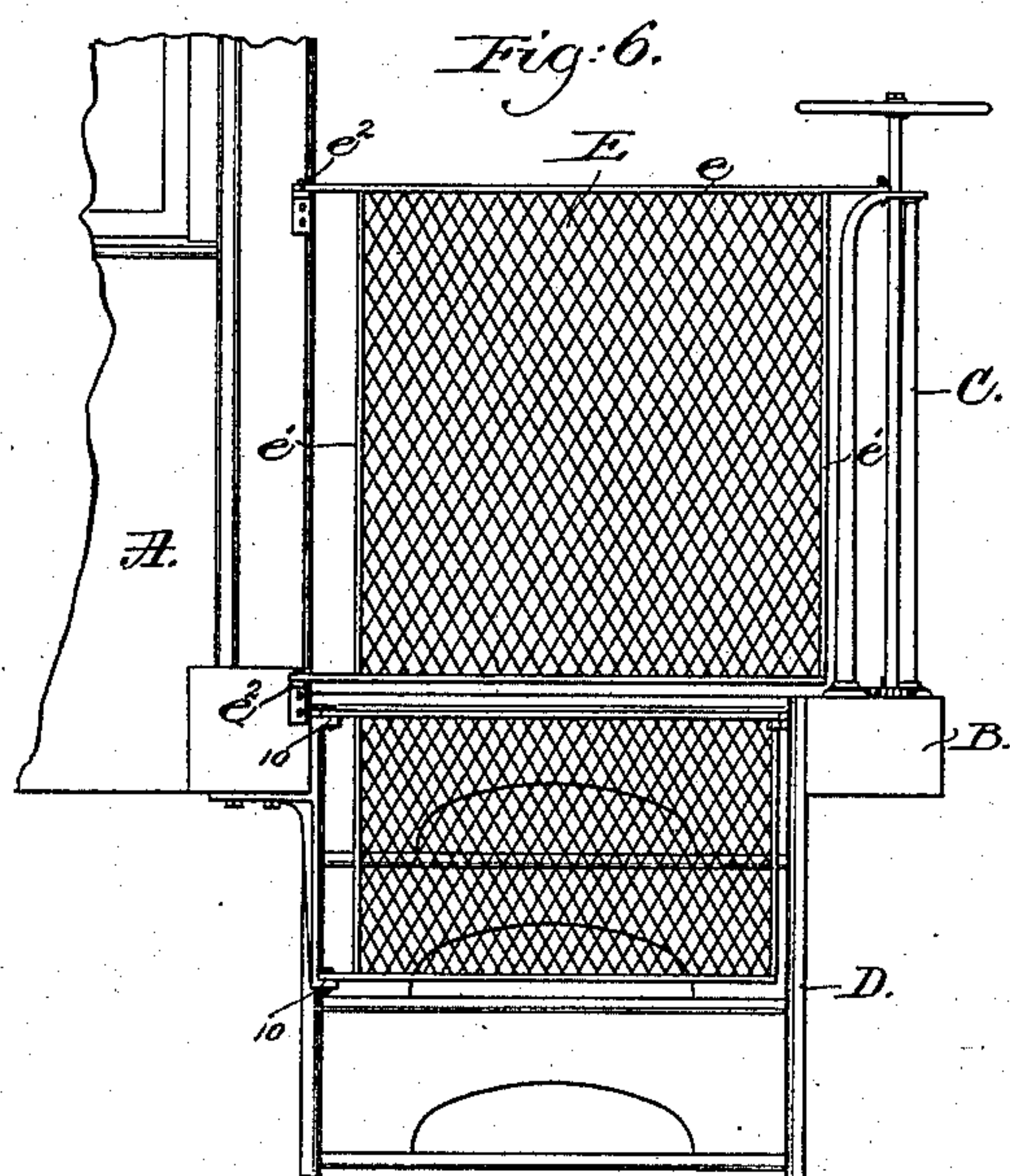
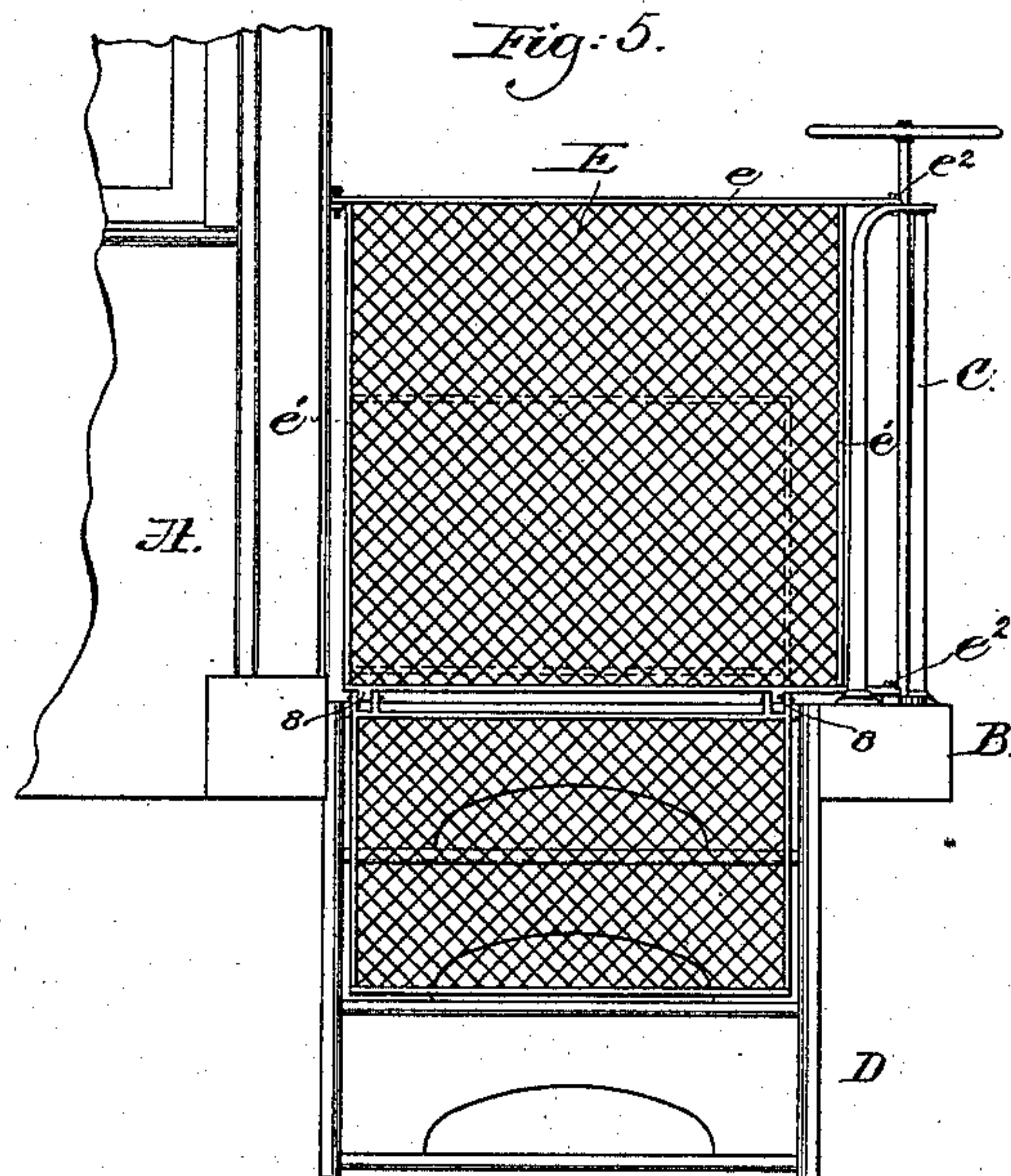
(No Model.)

2 Sheets—Sheet 2.

O. WEBBER & F. A. PRATT.
CAR GATE.

No. 416,768.

Patented Dec. 10, 1889.



Witnesses.

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UNITED STATES PATENT OFFICE.

ORLOW WEBBER, OF BOSTON, AND FRANK A. PRATT, OF BRAINTREE,
MASSACHUSETTS.

CAR-GATE.

SPECIFICATION forming part of Letters Patent No. 416,768, dated December 10, 1889.

Application filed July 8, 1889. Serial No. 316,791. (No model.)

To all whom it may concern:

Be it known that we, ORLOW WEBBER, of Boston, county of Suffolk, State of Massachusetts, and FRANK A. PRATT, of Braintree, county of Norfolk, State of Massachusetts, have invented an Improvement in Car-Gates, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

Car-gates as now constructed when closed to cut off communication by way of the steps leave sufficient space or opening between them and the steps to allow a person to slide under the gate without first opening it.

This invention has for its object to construct a car-gate which shall effectually cut off any passage either on or off the car while the gate is closed.

My invention consists in the combination, with the usual gate, of a vertical auxiliary gate to close the space between the main gate and the steps; also, in certain details of construction to be hereinafter set forth.

Figure 1 shows in side elevation a sufficient portion of a railroad-car equipped with my improved gate to enable my invention to be understood. Fig. 2 is a partial view looking down below the dotted section-line xx , Fig. 1; Fig. 3, a detail to be referred to, and Figs. 4, 5, and 6 modifications to be described.

The car-body A, platform B, railing C, and steps D are and may be of any usual construction.

The main gate E, the frame of which comprises the top and bottom rails e and the vertical side posts e' , is hinged in usual manner at e^2 to the car-body. The top rail e is extended over far enough to enable the gate to be locked in any usual manner, as by the pin 5, to the platform-rail. A series of rods or bars e^3 extend vertically from the top to the bottom rail, as shown, they being riveted or otherwise secured to each rail e . A rail or bar f , embracing loosely the rods or bars e^3 , (see Fig. 2,) has riveted or otherwise secured to it a series of rods or bars f' , said rods or bars being interposed between the rods or bars e^3 of the gate E and extend down and

through suitable holes in the lower rail e . The rail or bar f and its attached rods or bars f' constitute what I term an "auxiliary gate," and is adapted to be moved up and down on the gate E.

When the rail or bar f is in its lowermost position, the rods or bars f' drop below the bottom of the main gate E far enough to close the opening between the said gate and the steps D, as shown in full lines, Fig. 1, and when the said rail or bar is in its elevated position (see dotted lines, Fig. 1) the rods or bars f' are raised sufficiently to clear the platform B, when the main gate may be swung open or back against the car-body.

The side posts e' of the main gate E are provided with suitable lugs or stops 6 7, which limit the movement of the auxiliary gate in either direction.

A spring-latch m , (see Figs. 1 and 3,) under the control of a sliding bar m' , serves to lock the auxiliary gate in its lowermost position. The bar m' has a cam-surface m^2 , against which bears the said spring-latch m . When the auxiliary gate is in its lowermost position, by lifting the bar m' the head of the spring-latch will be forced through the opening in the side post e' to a position above the rail or bar f , thus locking the same in its lowermost position, as shown in Fig. 1 and dotted lines, Fig. 3.

When it is desired to raise the auxiliary gate, the bar m' is dropped, allowing the spring-latch m to spring back, as shown in full lines, Fig. 3, out of the pathway of the auxiliary gate, when the same may be raised.

A suitable locking device n (herein shown as a spring-latch) is provided to automatically lock the auxiliary gate in its elevated position when it is desired to swing the gate open or back against the car.

Fig. 4 shows a modification of my improved gate, wherein the auxiliary gate is independent of the main gate and slides in suitable guides secured to the said main gate, as shown.

Fig. 5 shows another modified form of my invention, the auxiliary gate in this case being hinged at 8 to the bottom of the main

gate, and may be let down to close the space beneath the main gate or lifted up when it is desired to swing the main gate back or open.

The main gate in this case is hinged to the railing C instead of to the car-body, as before.

Fig. 6 is still another modification, the auxiliary gate in this case being entirely independent of the main gate and is hinged at 10 to the car-body, as shown.

I do not desire to limit my invention to the particular forms or constructions shown, as it is evident the same may be varied without departing from the scope of this invention.

We claim—

1. The car-body, its platform, railing, steps, and main gate, combined with a vertical auxiliary gate for closing the passage beneath the main gate, substantially as described.

2. The car-body, its platform, railing, steps, and main gate, combined with a vertical auxiliary gate supported by the said main gate for closing the passage beneath said main gate, substantially as described.

3. The car-body, its platform, railing, steps, and main gate, combined with a vertical auxiliary gate supported by and adapted to slide

on the said main gate, substantially as described.

4. The car-body, its platform, railing, steps, and main gate, combined with a vertical auxiliary gate supported by and adapted to slide on the said main gate, and locking devices for locking the said auxiliary gate in one or another position with relation to the said main gate, substantially as described.

5. The car-body, its platform, railing, steps, and the main gate E, comprising the frame *e* and vertical rods or bars *e*³, combined with an auxiliary gate comprising the rail or bar *f* and attached rods or bars *f*³, the said rods or bars *f*³ being interposed between the rods or bars *e*³ of the main gate E and extending through the frame *e* of the said main gate, substantially as described.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

ORLOW WEBBER.
FRANK A. PRATT.

Witnesses:

BERNICE J. NOYES,
B. DEWAR.