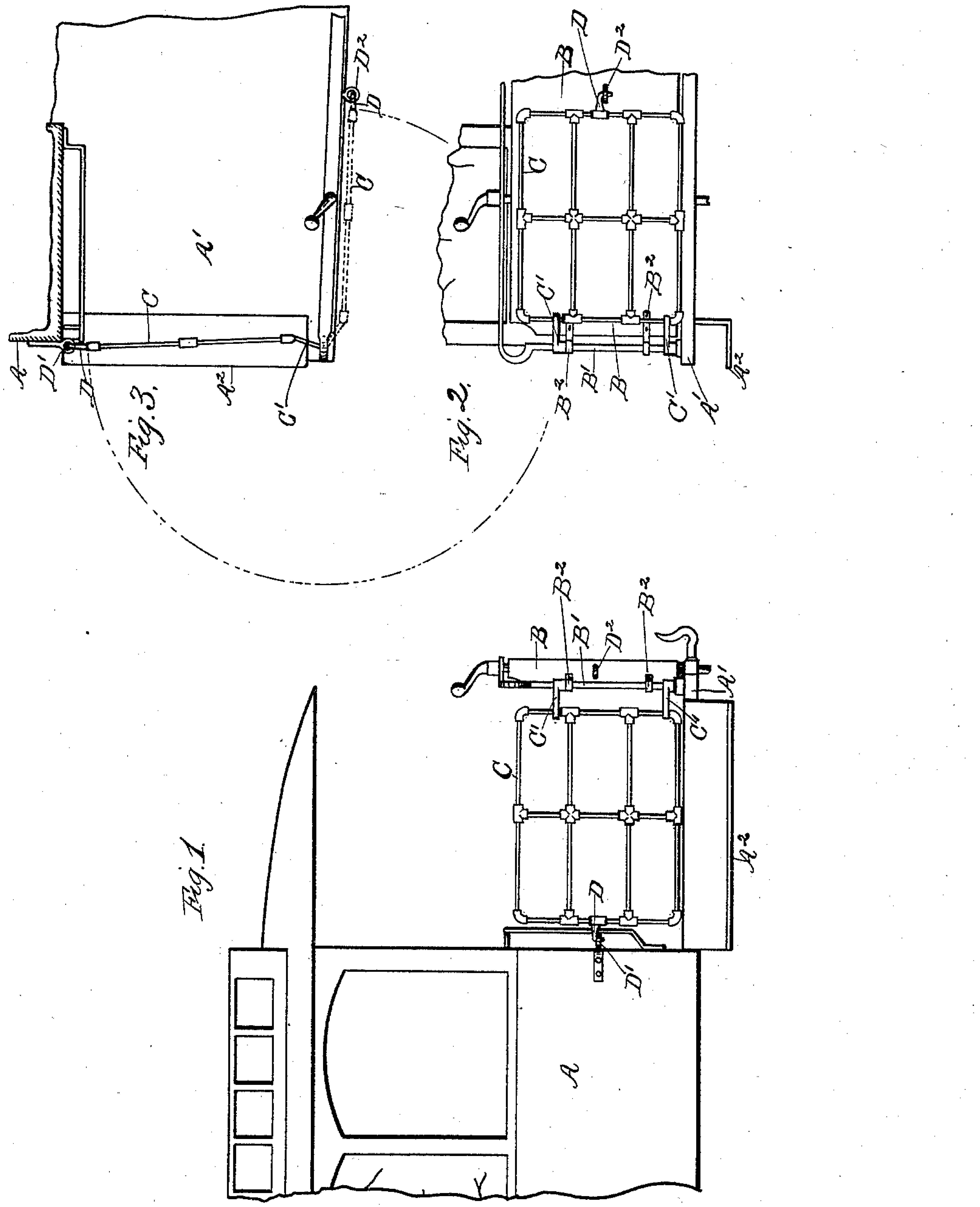
(No Model.)

H. W. RION.

CAR PLATFORM GATE.

No. 426,646. Patented Apr. 29, 1890.



WITNESSES:

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UNITED STATES PATENT OFFICE.

HENRY W. RION, OF LANSINGBURG, NEW YORK, ASSIGNOR OF ONE-HALF TO CHARLES H. SMITH, OF SAME PLACE.

CAR-PLATFORM GATE.

SPECIFICATION forming part of Letters Patent No. 426,646, dated April 29, 1890.

Application filed March 4, 1890. Serial No. 342,615. (No model.)

To all whom it may concern:

Be it known that I, HENRY W. RION, a citizen of the United States, residing at Lansingburg, county of Rensselaer and State of New York, have invented certain new and useful Improvements in Car-Platform Gates, of which the following is a specification.

My invention relates to such improvements; and it consists of the novel construction and combination of parts hereinafter described and subsequently claimed.

Reference may be had to the accompanying drawings and the letters of reference marked thereon, which form a part of this specification.

Similar letters refer to similar parts in the several figures therein.

Figure 1 is a side elevation of the end portion of a street-car, showing my improved gate in a closed position. Fig. 2 is an end elevation of a portion of the car, showing the dash-board in front elevation with the opened gate swung around against it. Fig. 3 is a top plan view of a portion of the car-platform and car, showing the gate in the position shown in Fig. 1.

A is the body part of the car, and A′ the end platform, which may be provided with one or more steps A^2.

B is the dash-board, erected from the side edge of the platform, which extends transversely across the end of the car. The board bows out toward the front, and is partially supported by a corner post or standard B′, one at each front corner of the platform, the board and post on one corner being shown connected by the straps B^2. The other corner, being arranged in the same manner, is broken away in Figs. 2 and 3.

The gate C, preferably made of wrought-iron tubes, as gas-pipe, is hinged to the corner-post by means of the straps C′, secured at one end to the gate and provided at the other end with an eye adapted to receive the post and permit the strap to slide vertically thereon. The gate is thus held by the post in a position to swing thereon and be given a vertically-reciprocating movement, which movement is limited by contact of the strap-hinges with suitable straps on the post, the strap B^2 serving as the stop to limit the upward movement and the platform the downward movement by contact with the lower hinge, or the upper strap B^2 by contact with the upper hinge.

The gate is provided on its swinging end with a hook D, fixed to project from the end of the gate, substantially as shown, and adapted to enter and fit the eye D′, secured to the body of the car. A similar eye D^2 is fixed upon the front of the dash-board in a position to receive the hook when the gate is swung around to the front side of the board, as indicated by the dotted lines on Fig. 3.

The method of operation is very simple. When it is desired to open the gate, it is lifted, the hinges sliding vertically on the corner-posts from its detaining-eye on the body of the car, then swung around against the front of the dash-board and the hook dropped into the eye on the board, the hinges sliding down the corner-posts. The gate is closed in a similar manner, lifting the gate from engagement with its detent on the dash-board, swinging it around against the body of the car, and dropping it into engagement with the detent or eye D′.

It is obvious that any known form of sliding hinge may be employed to connect the gate with the ends of the dash-board, and that any known form of fixed latch and catch may be employed to detain the gate in an open or closed position. I am thus able to provide a gate that can be easily and quickly operated and secured, when open and out of use, in a position where it will not present the slightest obstruction to the passengers or employés in the use of the platform, either in passing to and from the car or in operating the mechanism for stopping or starting the car.

My improved device is especially applicable to cable cars and electric motors, in which a considerable space on the platforms is occupied by the operating mechanism. By having the gate-detents fixed upon the body of the car and the dash-board and the latch fixed upon the gate there are no small pivoted or relatively movable parts to lose, rattle, or get out of order.

I am aware that a vertically-movable gate has been hinged to the car-body, the gate clos-

ing inwardly against the end of the car, and thereby encroaching upon the platform-space, and a guard being required to prevent the catching of garments thereon. I do not broadly claim a platform-gate, whether hinged to the car or to the platform. My construction is such that the gate can be conveniently raised on its hinges and lifted out of engagement with the car-body and swung around against the outer side of the dash-board, entirely out of the way, where it is held by a suitable detent.

What I claim as new, and desire to secure by Letters Patent, is—

In a street-car, the combination, with an end platform and dash-board erected thereon, of a vertically-movable gate hinged to one end of the dash-board to swing horizontally, a latch fixed upon the swinging end of the gate, a latch-detent fixed upon the body of the car to engage the latch when the gate is closed, and a latch-detent fixed upon the front of the dash-board to engage the latch when the gate is swung open, substantially as described.

In testimony whereof I have hereunto set my hand this 1st day of March, 1890.

HENRY W. RION.

Witnesses:
GEO. A. MOSHER,
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