

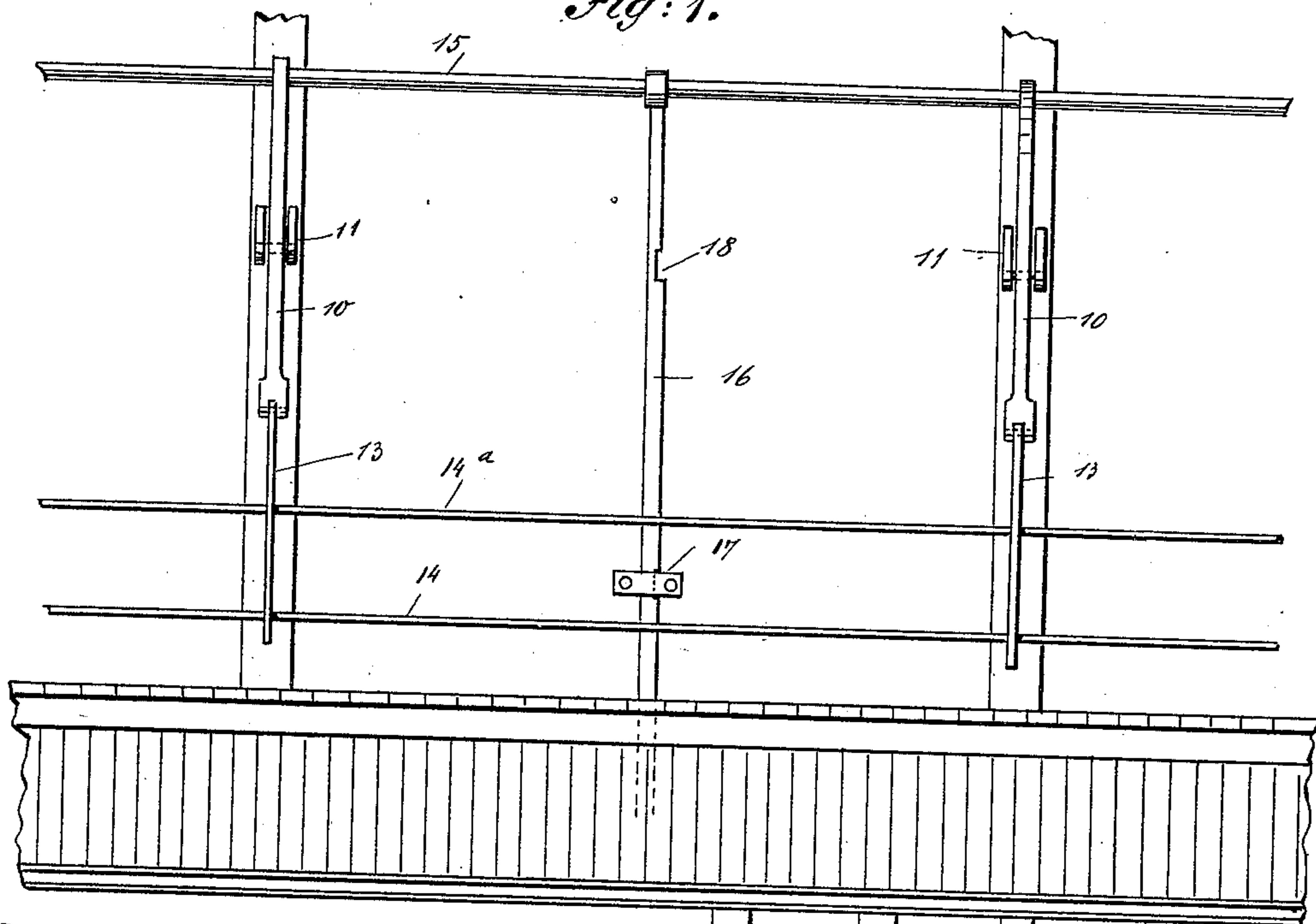
(No Model.)

J. B. CAREY  
RAILWAY GATE.

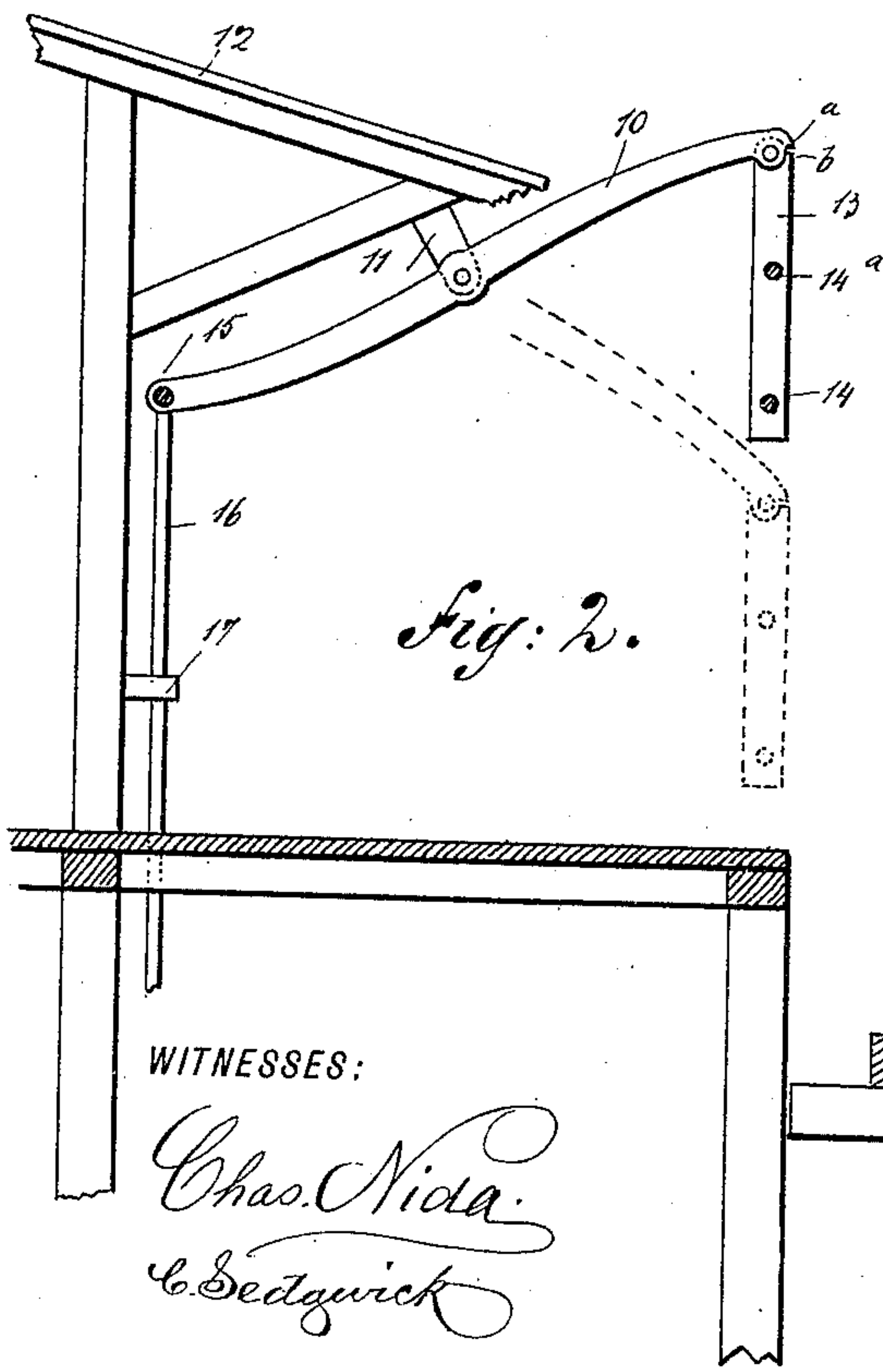
No. 437,089.

Patented Sept. 23, 1890.

*Fig: 1.*



*Fig: 2.*



WITNESSES:

*Chas. Nida.*  
*C. Sedgwick*

INVENTOR

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# UNITED STATES PATENT OFFICE.

JOHN B. CAREY, OF BROOKLYN, NEW YORK.

## RAILWAY-GATE.

SPECIFICATION forming part of Letters Patent No. 437,089, dated September 23, 1890.

Application filed January 9, 1890. Serial No. 336,329. (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 Railway-Gate, of which the following is a full, clear, and exact description.

This invention relates to railway-gates of the class applicable for use in connection with elevated-railway stations, the object of the invention being to prevent passengers from being crowded from the platform and also to provide for the interposition of a barrier between the passengers and a moving train or a train that is about to start.

The invention consists in the particular construction and combination 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 and letters of reference indicate corresponding parts in both the views.

Figure 1 is a face view of a portion of a gate or barrier arranged in accordance with the terms of my invention, the parts being represented as they appear when in their lowered position, and Fig. 2 is a cross-sectional view of the gate or barrier.

In constructing my improved gate I provide arms 10, that are hinged or pivotally connected to any proper fixed support—such support, for instance, as brackets 11, that are connected to the shed 12 of an elevated-railway structure. To the forward ends of these arms 10 I hinge or pivotally connect links 13, which serve as supports for longitudinal rods or bars 14 and 14<sup>a</sup>, two of such rods or bars being employed by preference. The rear ends of the arms 10 support a longitudinal rod or bar 15, and in practice care should be taken that the weight in advance of the pivotal supports of the arms 10 should only be slightly in excess of that to the rear of such supports.

At any convenient position, but preferably in close proximity to the receiver of the tickets, I connect a rod 16 to the bar 15, and this rod I arrange so that it passes downward through a keeper 17. Upon the rod 16 there

is formed a shoulder 18, which, when the gate is raised to the position in which it is shown in full lines in Fig. 2, may be brought into engagement with the keeper 17.

In practice as a train approaches the station the attendant would release the rod or bar 16 and permit the gate or barrier to drop to the position in which it is shown in Fig. 1, this position being indicated by dotted lines in Fig. 2. Then after the train has been brought to a full stop, the barrier would be returned to the position in which it is shown in full lines in Fig. 2, thus permitting the passengers to enter the cars, the barrier being again lowered just prior to the starting of the train.

It is desirable that the gate or barrier proper, made up of the links 13 and the bars or rods 14 and 14<sup>a</sup>, should always occupy substantially a vertical position, and to this end I pivotally connect or hinge the links 13 to the arms 10 and form the arms with shoulders *a*, which, when the barrier or gate is in the lowered position, are borne upon by shoulders *b*, formed upon the links, this arrangement preventing any outward swinging of the gate or barrier proper.

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

1. In a railway-gate, the combination, with pivotally-supported arms formed with shoulders *a*, and a means for throwing such arms, of links pivotally connected to the arms and formed with shoulders *b*, and rods or bars carried by the links, substantially as described.

2. In a railway-gate, the combination, with pivotally-mounted arms 10, of links hinged or pivotally connected to the forward ends of the arms, bars carried by the links, a rod or bar 15, carried by the arms 10, a rod 16, connected to the bar 15, and a keeper arranged in connection with the rod 16, substantially as described.

JOHN B. CAREY.

Witnesses:

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EDWD. M. CLARK.