

(No Model.)

S. B. FULLER.
GATE FOR CAR PLATFORMS.

No. 446,514.

Patented Feb. 17, 1891.

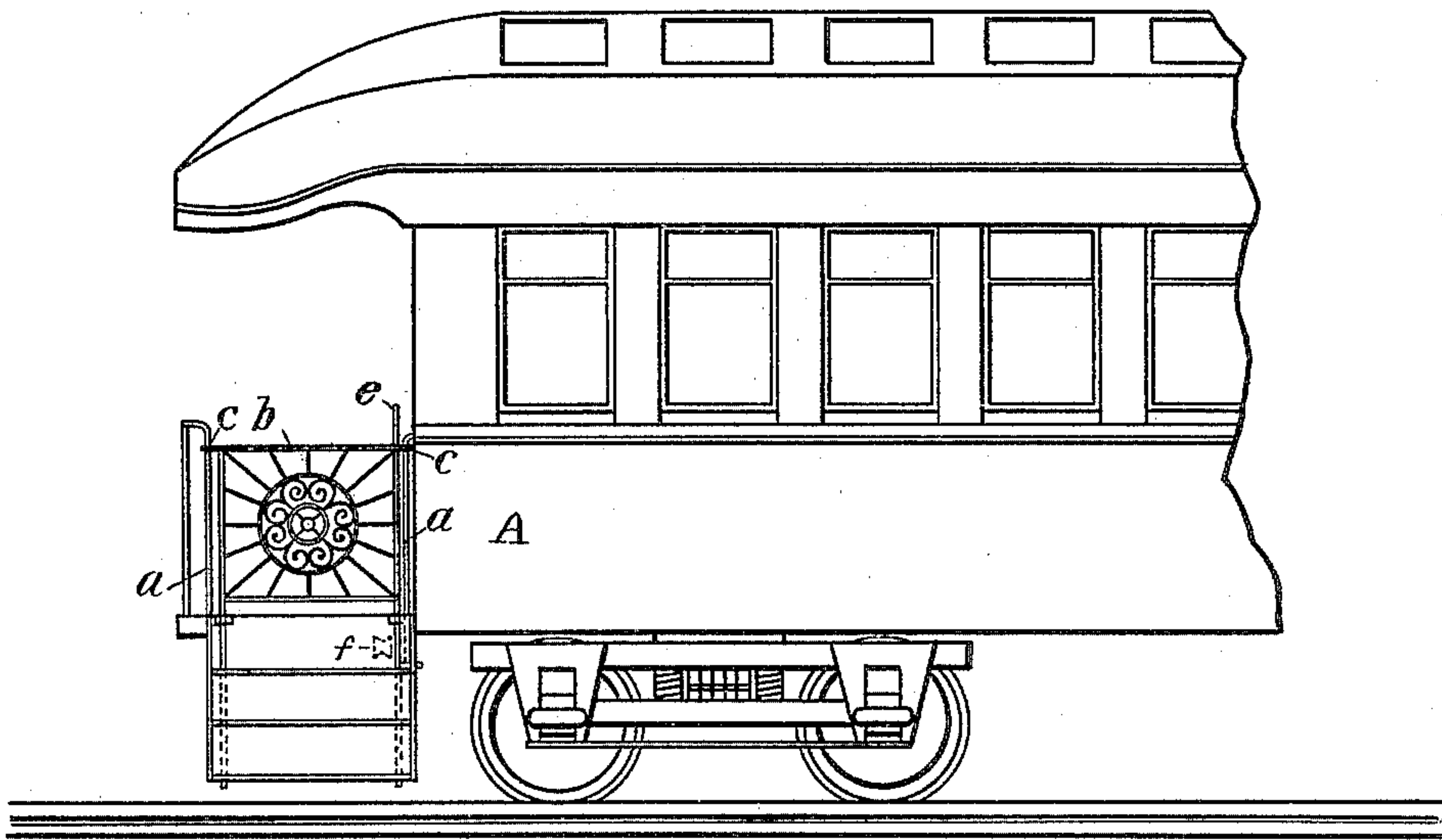


Fig. 1.

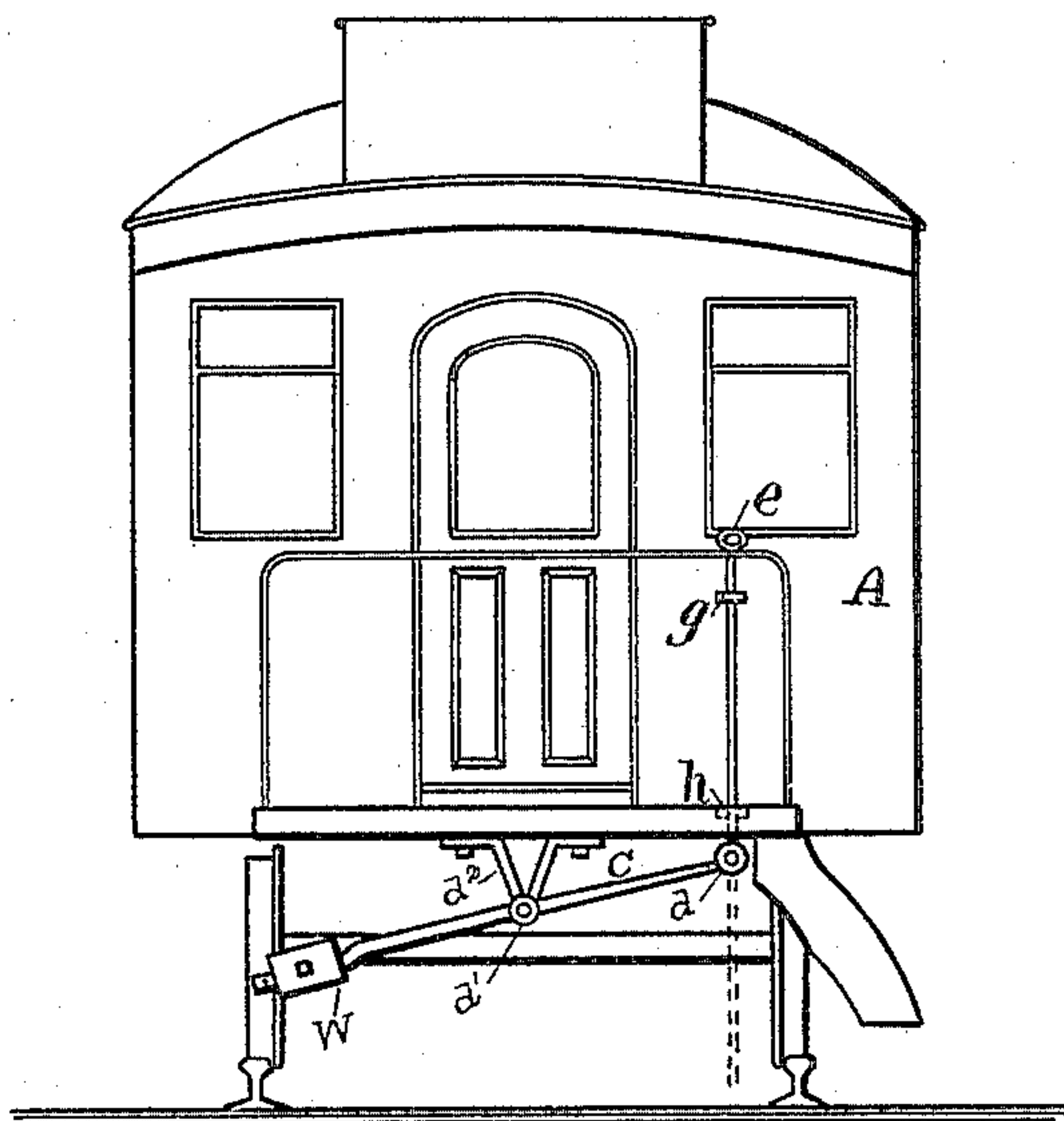


Fig. 2.

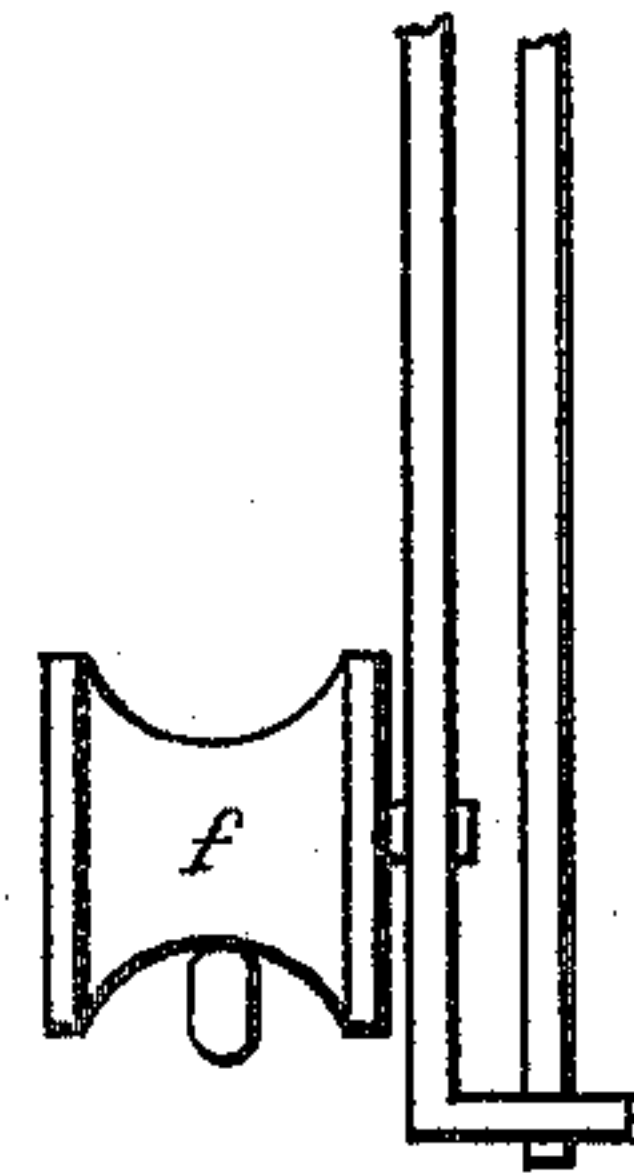


Fig. 3.

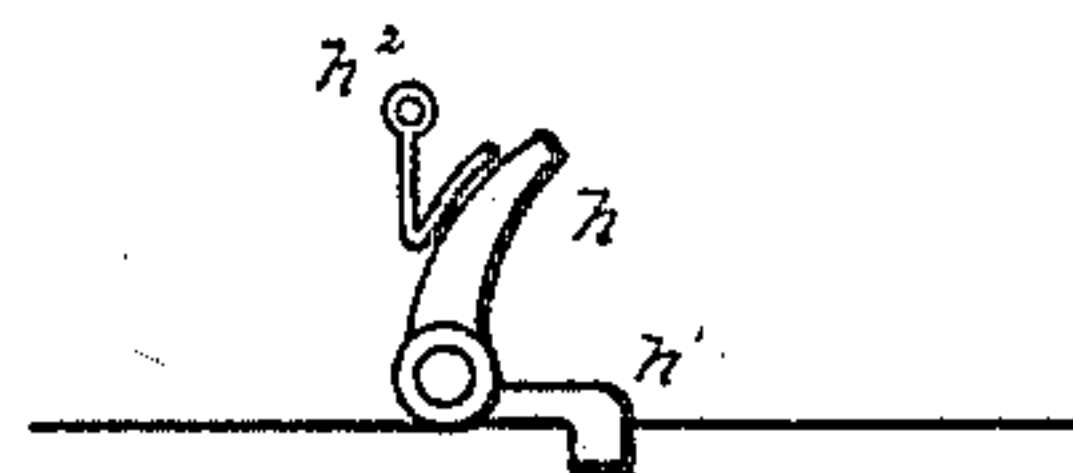


Fig. 4.

WITNESSES:

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GATE FOR CAR-PLATFORMS.

SPECIFICATION forming part of Letters Patent No. 446,514, dated February 17, 1891.

Application filed June 20, 1890. Serial No. 356,156. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL B. FULLER, a citizen of the United States, residing at Pawtucket, in the county of Providence and State of Rhode Island, have invented certain new and useful Improvements in Gates for Car-Platforms; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

The object of my improvement is to provide a platform-gate for railway-cars which can be readily handled, and I accomplish this by the means illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of the car, platform, and gate in position on same; Fig. 2, a front elevation of car, platform, and gate; Fig. 3, a detail showing guiding-pulley, and Fig. 4 a detail of gate-lock.

Similar letters refer to similar parts throughout.

A designates the car.

In the floor of the platform either a longitudinal slot is made, or, as shown in drawings, the gate is hung upon the extreme outer edge of the platform-floor.

a designates a metal rail secured at its top end to the front of the car and then bent down and secured to the edge of the platform. A similar rail a extends from the rear platform-rail to the edge of the platform.

The gate B is an ordinary gate of metal or other suitable material. At the extremities of the upper rail b of this gate are lugs c , which fit loosely upon the guide-rails a , securing the gate to the rails and allowing the same to play up and down upon the said rails.

Beneath the platform is a lever-arm C, loosely secured at d to the outer bar of the gate B and pivoted at d' to a frame d^2 , bolted to the under part of the platform-floor and provided at its extremity with a sliding weight W.

f designates a pulley mounted beneath the platform-floor upon one of the guide-rails in such a manner that the outer rail of the gate in descending will bear against the same, thus forming a guide-pulley.

e is the gate-handle.

h designates a catch, the bent end h' of which extends over the edge of the platform in such a way as to be in the path of the gate when ascending or descending.

h^2 designates a steel spring secured to the floor of the platform by the pin h^3 , the purpose being to hold the bent end of the catch over the edge of said platform.

The manner of using my platform is as follows: By a pressure of the foot the bent end of the catch which holds up the gate is removed. The weight of the gate is sufficient to overcome the force of gravity of the sliding weight W, and the gate descends automatically until the top rail b , which is made broad for this purpose, rests upon the platform-edge, forming the last riser of the steps. As soon as the pressure upon the catch is released the bent end thereof springs back and holds the gate down. By a slight force upon the handle e , the catch being once more pressed back, the gate can be readily raised, the weight upon the end of the lever-arm assisting the ascent. I prefer to have the gate descend automatically, as it will keep down of its own weight, thus preventing the rising of the same by accident.

The gate can be easily provided with a lock to secure the catch in place, and prevent any other person than the holder of the key from tampering with the same.

The advantages which I claim are the simplicity of construction, the avoidance of the necessity of swinging the gate in or out, as in gates now employed for this purpose, and that it leaves the passage from the steps to the platform entirely unobstructed when open.

What I claim is—

1. In platform-gates for cars, a gate vertically sliding upon guide-rails a , secured upon the car-platform, provided beneath said platform with a lever D, loosely secured to the rail of said gate, said lever being pivoted beneath said platform and provided with a weight W at its free end, all substantially as described.

2. In platform-gates for cars, the combina-

tion of a gate B, provided with lugs *c c*, loosely
mounted upon guide-rails *a a*, vertically slid-
ing upon the same, the guiding-pulley *f*, the
lever D, pivoted to the frame *d* and pro-
5 vided with the weight W at its free end, the
catch for locking said gate, and a car-plat-
form, all substantially as described.

In testimony whereof I have hereunto set
my hand in the presence of two subscribing
witnesses.

SAMUEL B. FULLER.

In presence of—

EDWARD W. BLODGETT,

W. B. TANNER.