(No Model.)

H. W. BRETT.

GATE FOR CARS.

No. 604,225. Patented May 17, 1898.

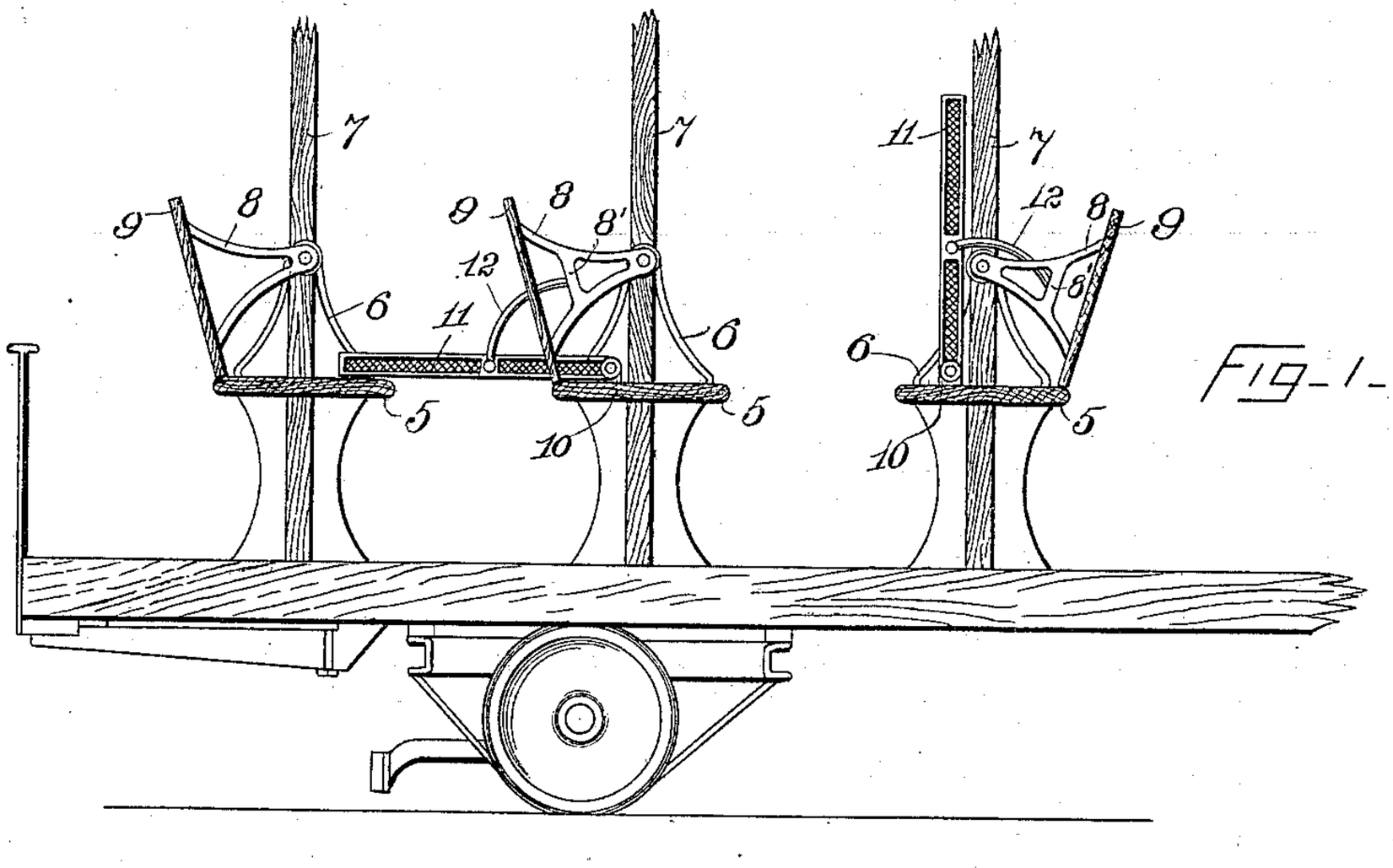

FIG. 1.

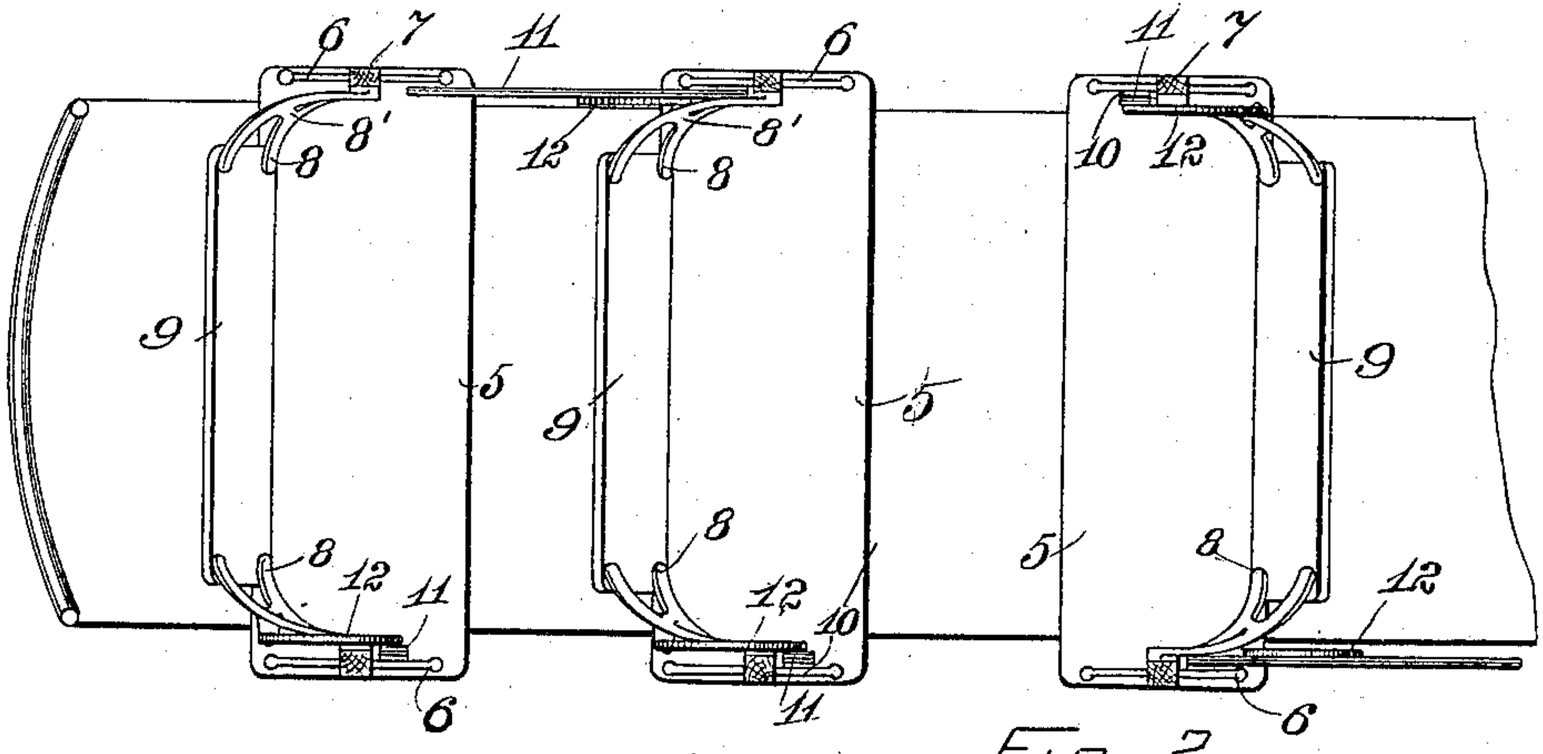

FIG. 2.

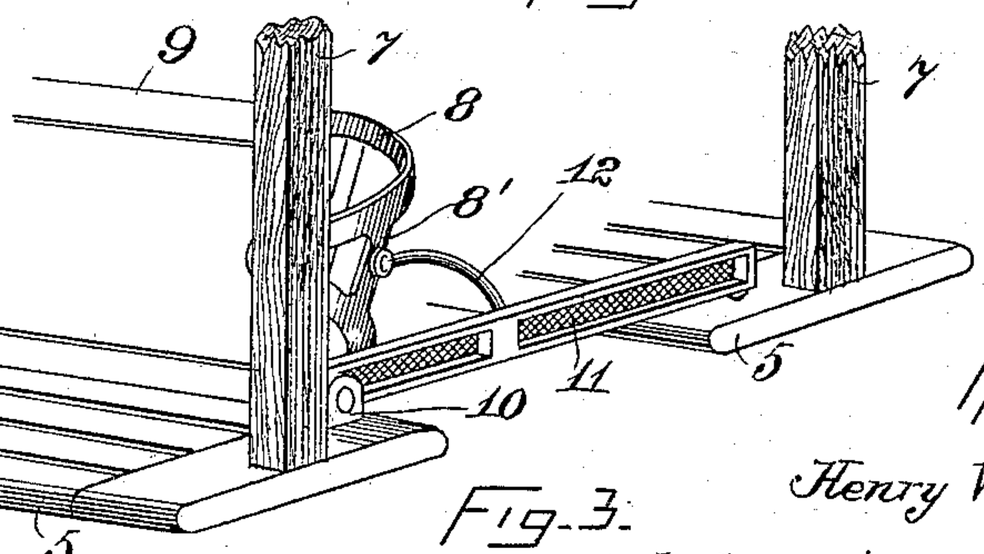

FIG. 3.

WITNESSES.

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GATE FOR CARS.

SPECIFICATION forming part of Letters Patent No. 604,225, dated May 17, 1898.

Application filed August 2, 1897. Serial No. 646,736. (No model.)

To all whom it may concern:

Be it known that I, HENRY W. BRETT, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Gates for Cars; and I hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification.

This invention has reference to improvements in gates for cars, and particularly to gates for closing the spaces between the ends of the seats in open cars.

The object of the invention is to so construct and mount the gate that when in the closed position it will rest upon the end portions of two adjacent seats within the seat-arms, whereby outward pressure on the gate is resisted by these arms.

Another object is to so construct and mount the gate that by a simple link connection with the end portion of the seat-back the gate may be automatically operated by the reversal of the seat-back and locked in the open or closed position.

The invention consists in the combination, with the end portions of two parallel seats, each having arms, and the swinging back of one of said seats, of the gate pivotally mounted on one of the seats to swing within the arms and a link-bar pivoted to the gate and to the end frame of the seat-back.

The invention also consists in such other novel features of construction and combination of parts as shall hereinafter be more fully described, and pointed out in the claims.

Figure 1 represents a vertical sectional view of portions of an open car, showing the improved gate mounted in position to close the space between the seats. Fig. 2 represents a plan view of portions of the seats and the backs, showing the relative positions of the seat-arms, the end frames of the backs, and the gate. Fig. 3 represents in perspective a view of a portion of a car, more clearly illustrating the manner of mounting the gate and connecting the same with the seat-frame.

Similar numbers of reference designate corresponding parts throughout.

Gates of this nature are adapted for closing the openings between the seats of an open car on the inner or left side of the car to prevent passengers from entering or leaving the car at this side and passing to or from the track on which cars may be running in the opposite direction. The gates should be of substantial construction and be mounted to resist undue pressure, as in crowded cars passengers riding on the foot-board will grasp the gates to maintain their positions. It is equally necessary that when the end of the route is reached the gates at one side of the car should be opened and those at the opposite side of the car closed simultaneously and automatically by means of the reversal of the seat-backs.

In carrying my invention into practice my object has been to so construct and mount a swinging gate for open cars that the seat-arms might coöperate with the gate to prevent the outward movement thereof under pressure; to also locate the gate as a barrier in the best position for closing the opening and in such manner as to utilize the ends of the car-seats for gate-supports, while the connection between the gate and the seat should be simple and positive in its action.

In the drawings, 5 5 indicate the car-seats, which are furnished with the arms 6 6, attached to the seats and to the uprights 7 7. On each pair of uprights is pivoted a seat-back comprising the end frames 8 8, having the members 8′ 8′ and the back 9, the frames 8 8 being curved, as shown in Fig. 2. On the seats adjacent to the uprights 7 and to the arms 6 are secured the brackets, as 10, the brackets of each seat being located on diagonally opposite portions of the seat, the bracket on the right-hand end of the seat being in front of the upright, while the bracket on the opposite end of the seat is located to the rear of the corresponding upright. In each bracket is pivotally mounted a barrier or gate 11, which may be of any usual construction and ornamentation.

The connection between the gate 11 and the member 8′ of the end frame 8 consists of the curved link 12, pivoted to both the frame member and to the gate and proportioned to cause the gate to swing up against the upright 7 or down onto the surface of the next seat when the seat-backs are swung on their pivots to reverse the seats.

When the gates are in the closed position,

each rests upon the surface of the seat next in the rear and within the arms 6 6. When the seat-backs are reversed, the links 12 cause the gates to swing on their pivots until the gates rest against the uprights.

It will be evident by reference to the drawings that in any position of the seat-back independent movement of the gate is impossible, the movement thereof being controlled by the seat-back.

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

1. In a gate for cars, the combination with a car-seat, and its pivoted back, of a gate, or arm, pivotally mounted on the seat, and a bar-link pivoted to the gate and to the end frame of the seat-back.

2. In a gate for cars, the combination with two adjacent seats, each having arms at its ends, and a seat-back the end frames of which are pivotally mounted, of a gate, or arm, pivotally mounted on one of said seats to swing down onto the other seat within its arm, and a link pivoted to the gate and to the end frame of the seat-back.

3. The combination with the seats 5 5 having the arms 6 6 and the uprights 7 7, the end frames 8 8 pivoted to the uprights and having the members 8′ 8′, and the seat-back 9 secured to said frames, of the bracket 10 mounted on one of the seats, the gate 11 pivoted in the bracket, and the link 12 pivoted to the gate and to the member 8′ of one of the end frames.

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Witnesses:
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