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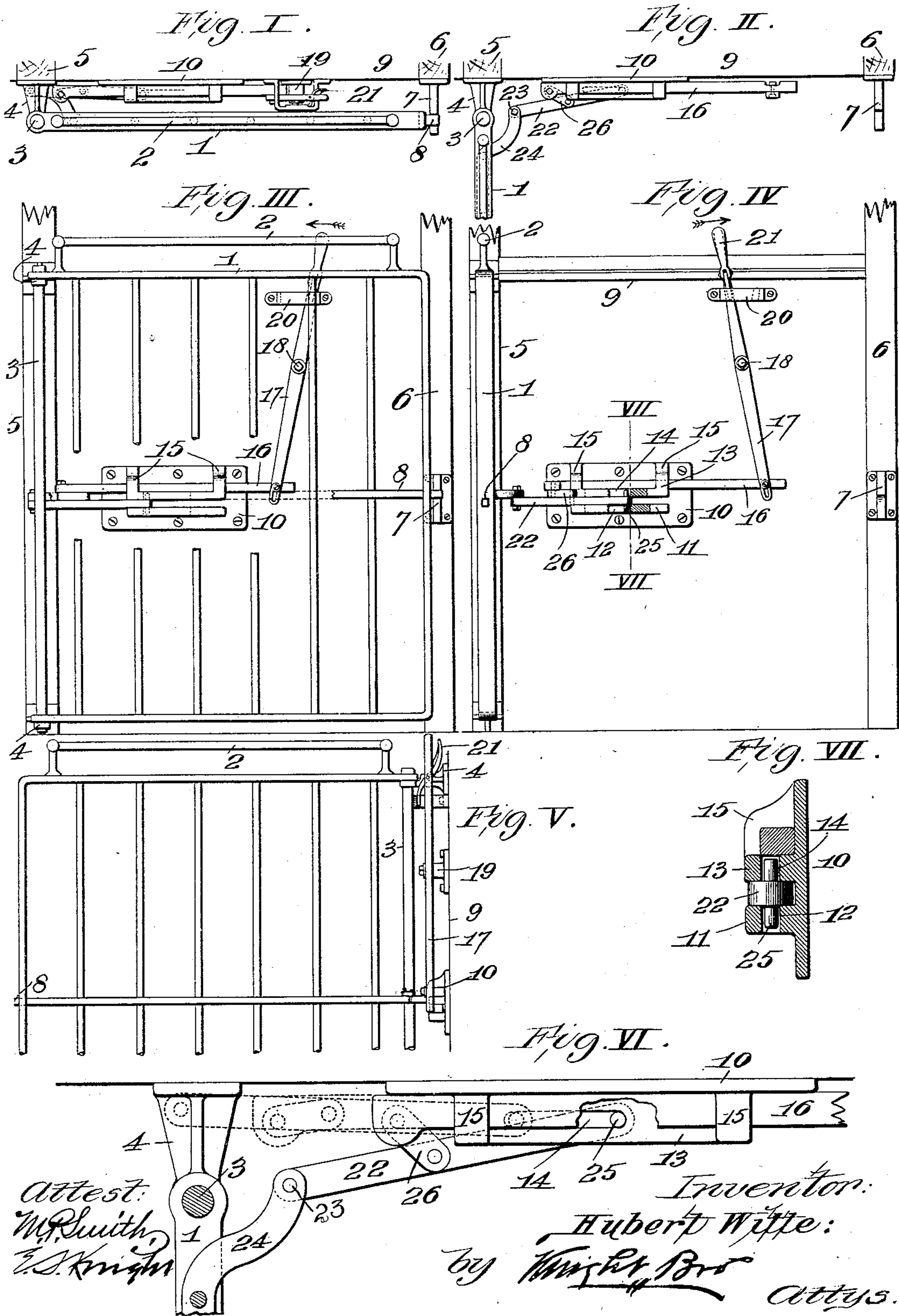
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GUARD GATE FOR RAILWAY CARS.

(Application filed Oct. 21, 1901.)

(No Model.)



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# UNITED STATES PATENT OFFICE.

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## GUARD-GATE FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 704,228, dated July 8, 1902.

Application filed October 21, 1901. Serial No. 79,364. (No model.)

*To all whom it may concern:*

Be it known that I, HUBERT WITTE, a citizen of the United States, residing in the city of St. Louis, in the State of Missouri, have invented certain new and useful Improvements in Guard-Gates for Railway-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to a gate for use on the platforms of railway-cars to guard the entrances to the platforms; and the invention consists in features of novelty hereinafter fully described, and pointed out in the claims.

Figure I is a top or plan view of my improved gate in open position. Fig. II is a top or plan view of the gate in closed position. Fig. III is a front elevation of the gate in open position. Fig. IV is an end view of the gate in closed position. Fig. V is an inside view of the gate in closed position. Fig. VI is an enlarged detail top view of the actuating mechanism of the gate. Fig. VII is an enlarged detail vertical section taken on line VII VII, Fig. IV.

1 designates the gate, which may be of grating form, as shown, or any other desirable construction and is preferably provided with a top rail 2. At the rear of the gate is a hinge-rod 3, that is seated at its ends in brackets 4, mounted on the hinge-post 5.

6 is a catch-post provided with a suitable catch 7, that is adapted to receive the latch-bar 8, carried by the gate. The posts 5 and 6 are set into the wall 9 of the car, so as to occupy a position approximately flush with said wall.

10 designates a bracket secured to the car-wall or other suitable support and provided with a lower bracket-arm 11, containing a vertical slot 12, and an upper bracket-arm 13, containing a vertical slot 14. Above the upper bracket-arm 13 are guide-lugs 15, that are apertured to receive a push-rod 16, that is slidably mounted in said lugs, so as to be capable of reciprocation therein. The forward end of the push-rod 16 receives the pivotal connection of the slotted lower end of a hand-lever 17, that is rockingly mounted at 18 on a pivot-stud 19, fixed to the wall of the car or

other support. The upper end of the hand-lever 17 is arranged in a keeper 20, that is interiorly notched, as seen in Fig. I, and is provided with a spring-controlled latch 21, adapted to engage said notches to retain the hand-lever when moved to the limit of its throw in either direction. 22 is a throw-rod that is pivotally connected at 23 to an arm 24, carried by the gate 1. The inner end of said throw-rod is provided with a pair of studs 25, that are adapted to play in the slots 12 and 14, contained by the bracket-arms 11 and 13.

26 is a connecting-link that is pivotally joined to the push-rod 16 and to the throw-rod 22.

In the operation of the gate the hand-lever 17 is rocked on its pivot by gripping the handle of said lever and the latch 21 to free said latch from engagement with the keeper 20. To close the gate from the position seen in Fig. III to that shown in Fig. IV, the hand-lever is grasped and moved in the direction indicated by the arrow, Fig. III, which causes the push-rod 16 to be moved outwardly in its guide-lugs 15. In the movement of the push-rod a pull is effected upon the connecting-link 26, which in turn acts upon the throw-rod 22 to move it forwardly between the bracket-arms 11 and 13, during which movement the studs 25 travel in the slots in said bracket-arms until the gate is closed, when said studs strike against the bracket-arms at the inner ends of said slots and limit the movement of the throw-rod, and consequently the movement of the gate. The throw-rod 22 being pivotally connected to the arm 24, carried by the gate, said arm is swung inwardly by said throw-rod, and the gate is moved outwardly on its hinges to the closed position. In opening the gate the hand-lever is moved in the direction indicated by the arrow, Fig. IV, and the slide-rod 16 is carried inwardly by the hand-lever, the connecting-link 26 is thrown rearwardly, and the throw-rod 22 carried into the position indicated by dotted lines, Fig. VI, so as to move the arm 24, attached to the gate, into approximate alignment with the throw-rod when the gate is completely opened, as seen in Fig. I.

I claim as my invention—

1. The combination with a swinging gate of a slotted bracket supported beside said gate, a throw-rod pivoted to said gate and arranged to operate in said bracket, a push-rod, a connecting-link by which said push-rod and throw-rod are connected, and a hand-lever having connection with said push-rod, substantially as described.

2. The combination with a swinging gate, of a bracket mounted beside said gate having a pair of slotted arms, a throw-rod pivotally connected to said gate and arranged to operate in said bracket-arms and be guided thereby, a push-rod, a connecting-link by which said throw-rod and push-rod are connected,

and a hand-lever connected to said push-rod, substantially as described.

3. The combination with a swinging gate, of a bracket mounted beside said gate having a pair of slotted arms, a throw-rod connected to said gate, a push-rod, a connecting-link by which said throw-rod and push-rod are united, and studs carried by said throw-rod adapted to operate in the slots in said bracket-arms to guide and limit the movement of said throw-rod, substantially as described.

HUBERT WITTE.

In presence of—

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