

No. 753,139.

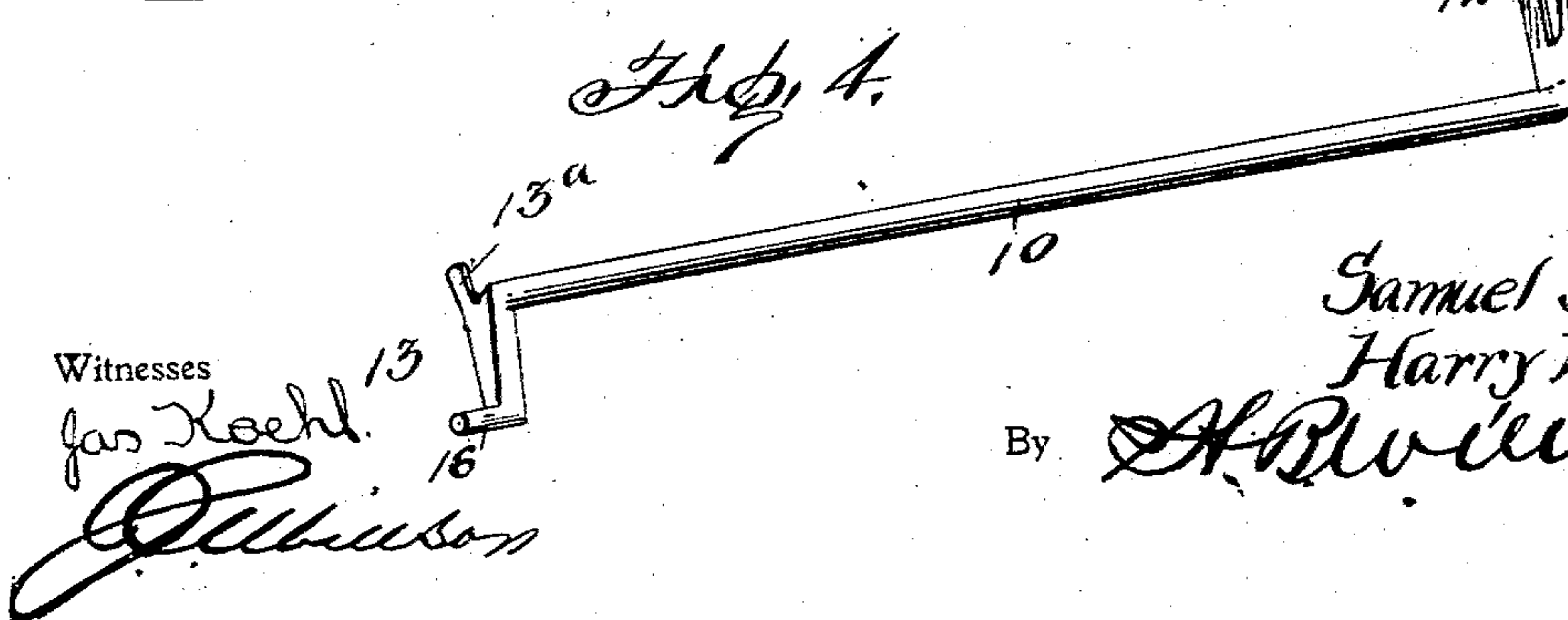
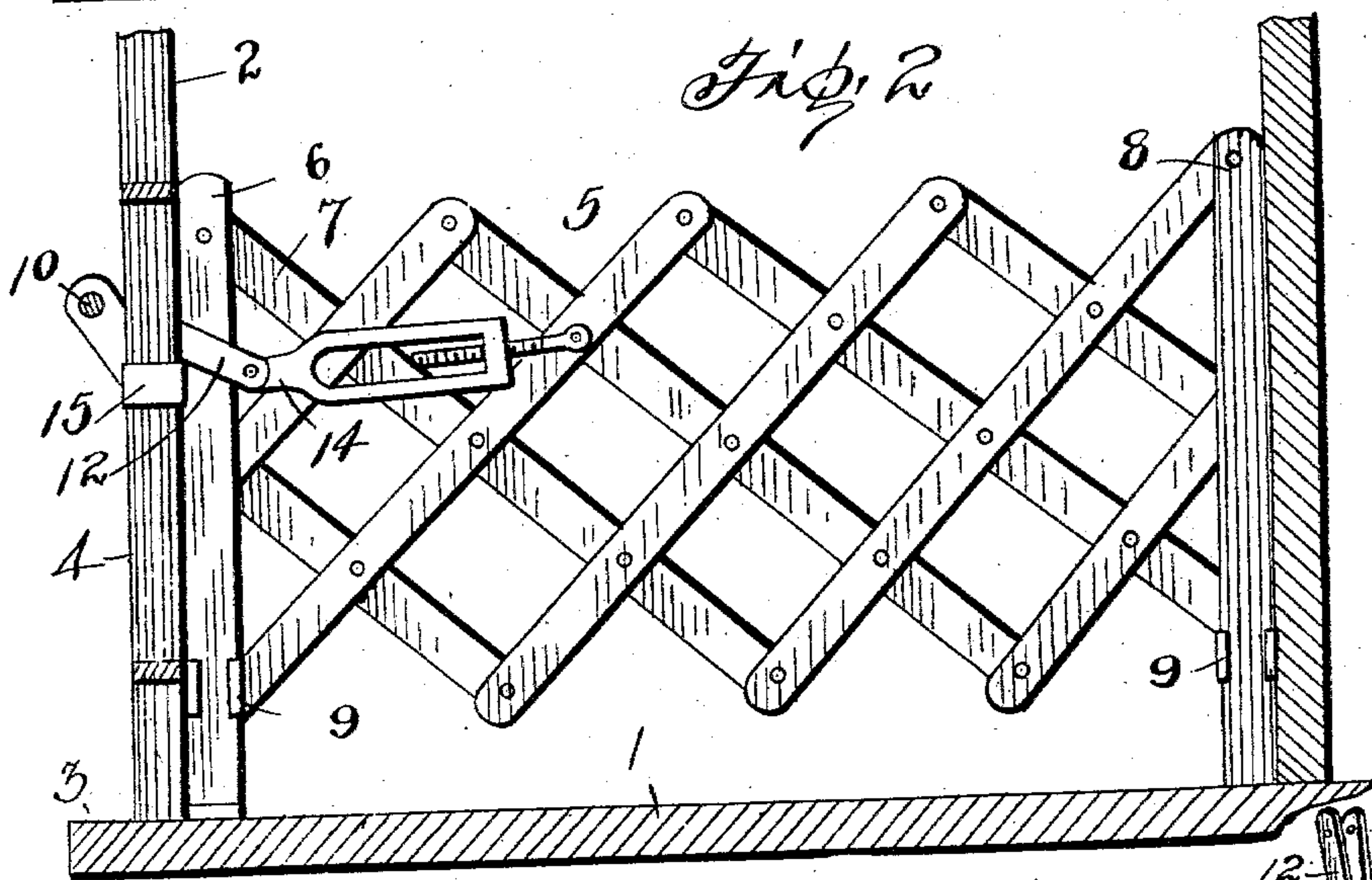
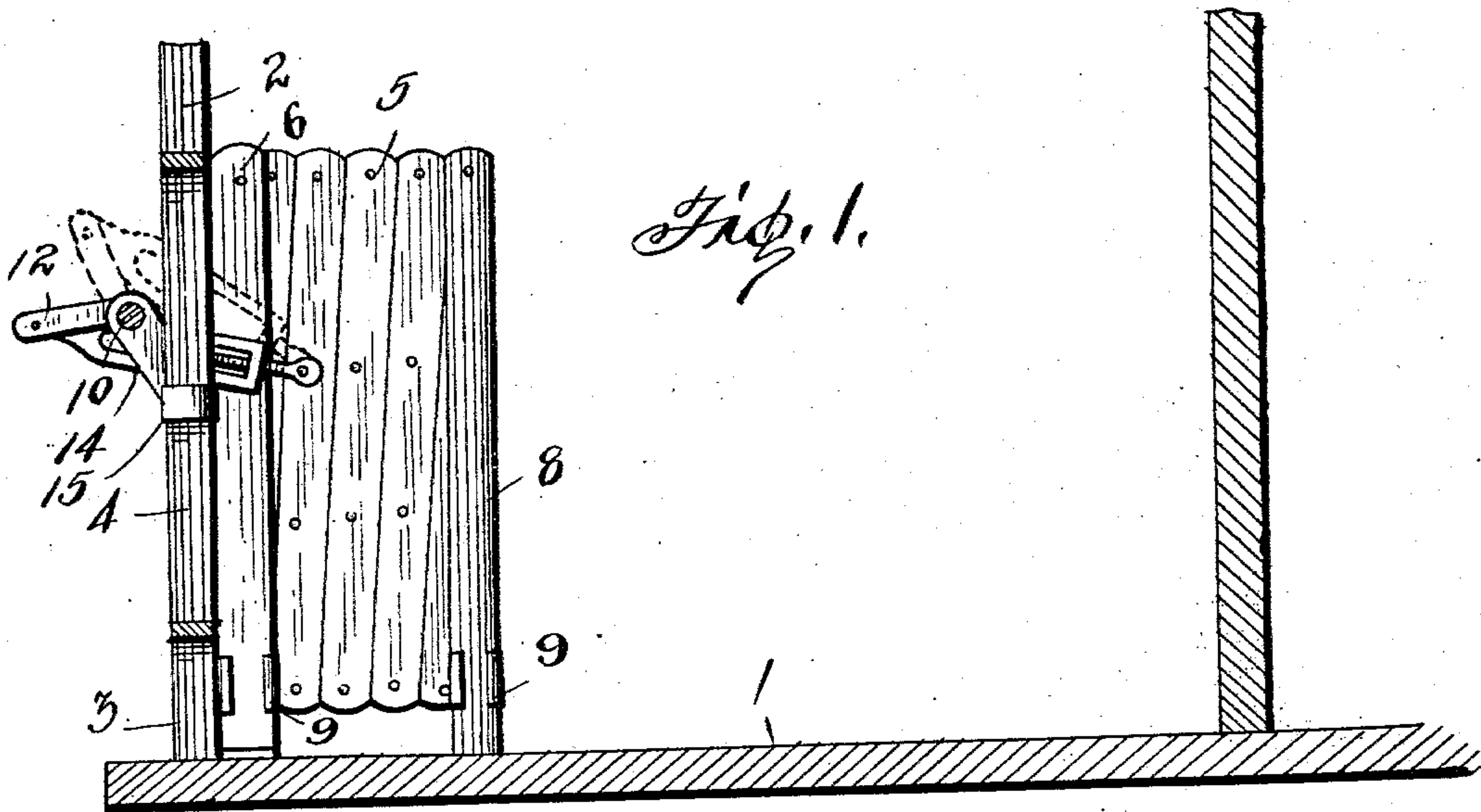
PATENTED FEB. 23, 1904.

S. & H. KALISHER.
GATE.

APPLICATION FILED JUNE 4, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses

for Koehl.

Robinson

By

A. B. Wilson

Attorney

Inventors
Samuel Kalisher
Harry Kalisher,

No. 753,139.

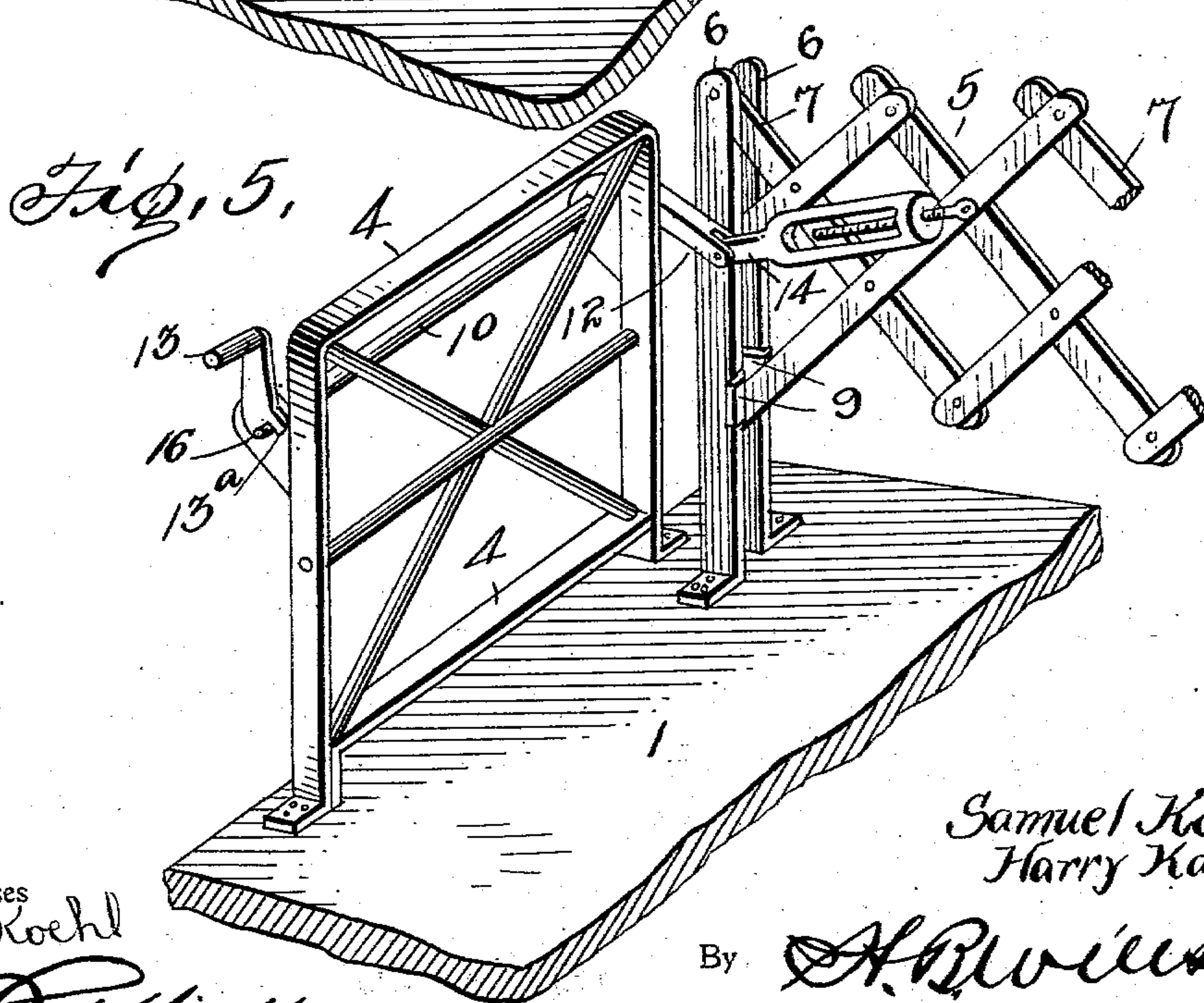
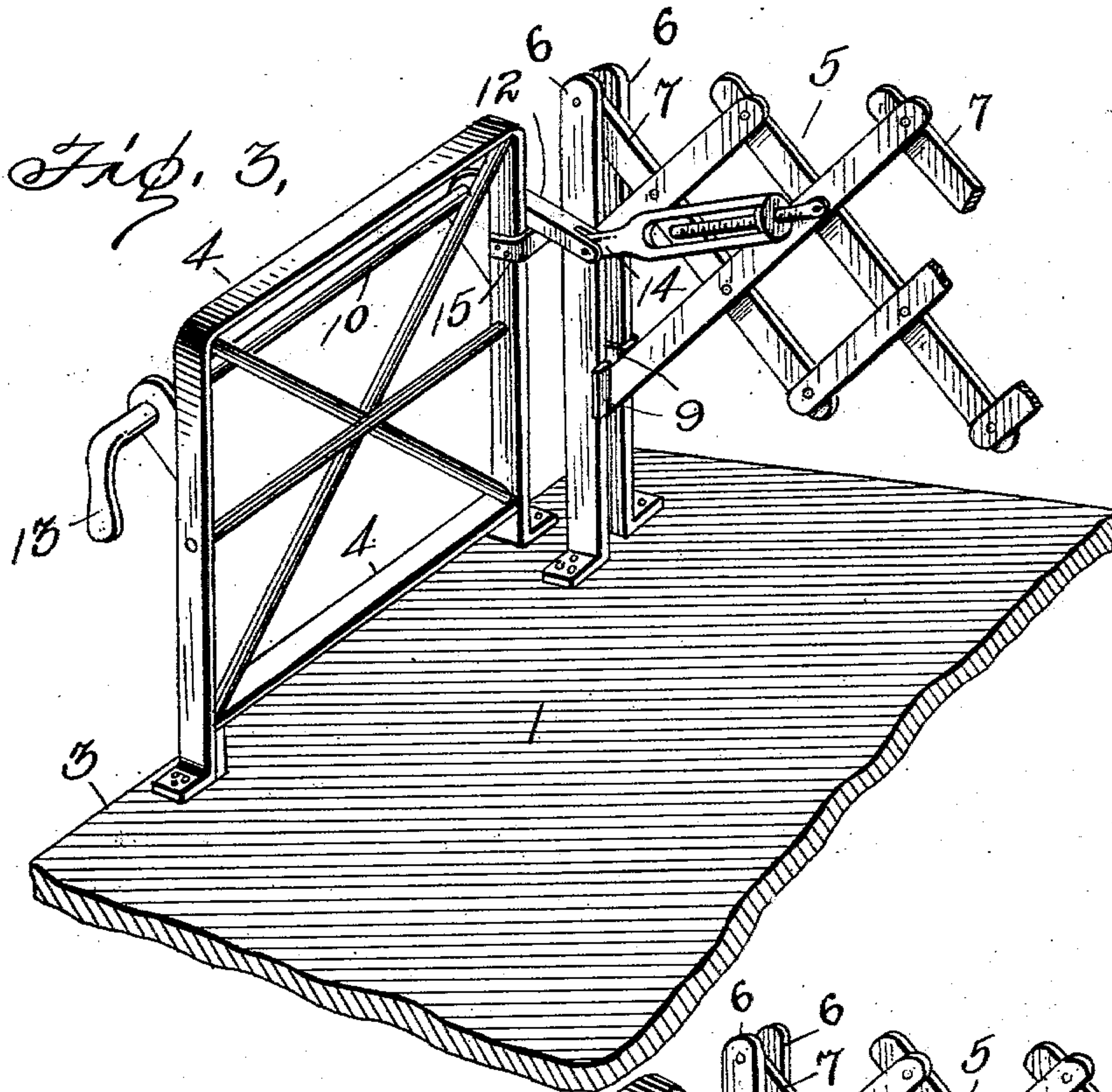
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2 SHEETS—SHEET 2.



Witnesses
for Koehl
[Signature]

Inventors
Samuel Kalisher,
Harry Kalisher,
By *A. B. Wilson,*
Attorney

UNITED STATES PATENT OFFICE.

SAMUEL KALISHER AND HARRY KALISHER, OF CHICAGO, ILLINOIS.

GATE.

SPECIFICATION forming part of Letters Patent No. 753,139, dated February 23, 1904.

Application filed June 4, 1903. Serial No. 160,036. (No model.)

To all whom it may concern:

Be it known that we, SAMUEL KALISHER and HARRY KALISHER, citizens of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Gates; and we do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to gates, and particularly to "safety-gates" for street and railway cars.

The object of the invention is to provide a gate of this character which may be arranged on the platform of street and railway cars or other vehicles or in any other places where such a gate may be used.

Another object is to provide convenient means for operating said gate and also to provide means for locking the same in open or closed position, so that it cannot be moved except by actuating the operating-lever.

A further object is to provide a gate of this character which will be simple in construction, strong and durable, quickly opened or closed, and well adapted to the use for which it is designed.

With these and other objects in view the invention consists of certain novel features of construction, combination, and arrangement of parts, as will be more fully described, and particularly pointed out in the appended claim.

In the drawings, Figure 1 is a vertical longitudinal section through a car-platform, showing the gate in open position, showing the parts in locked position in full lines and in unlocked position in dotted lines. Fig. 2 is a similar view showing the gate in closed position. Fig. 3 is a fragmentary perspective view, on an enlarged scale, of a portion of the gate and supporting-framework of the car-platform, showing the operating and locking mechanism. Fig. 4 is a detail perspective view of the operating-lever detached. Fig. 5 is a detail view showing a modified form of locking mechanism.

Referring more particularly to the drawings, 1 denotes the platform of a car, 2 denotes

the corner-post or standard, 3 denotes the end of the car, and 4 denotes the framework or guard arranged across the front end of the platform. These parts may be of the ordinary or any suitable construction and do not form a part of this invention.

5 denotes the gate, consisting of a pair of upright parallel bars or standards 6, securely fastened to the platform 1 adjacent to the corner-post or standard 2 of the car and connected at their upper ends to said post. The standards 6 are spaced apart, and between the same is pivoted the upper corner of one end of the movable portion 7 of the gate, which is of a lazy-tongs construction. To the outer or free end of the lazy-tongs sections are attached parallel standards 8, between and at the upper end of which is pivoted the opposite upper corner of the lazy-tongs portion 7. The lower opposite end of the portion 7 lies between the standards 8 and is provided with sliding guide-plates or shoes 9, which engage the standards 6 and 8 and slide between the same when the lazy-tongs section is opened or closed, as will be understood. To open or close the gate, an operating crank shaft or rod 10 is provided, which is journaled in bearings on the front framework of the car-platform or on any suitable fixed support. On one end of the operating-shaft 10 is formed a crank-arm 12, and on the opposite end of the shaft is formed a crank-handle 13. The end of the crank-arm 12 is forked or bifurcated, and between the forked ends is pivoted one end of a link 14, the opposite end of which is connected to the lazy-tongs portion 7 of the gate. The link 14 is in the form of a turnbuckle and adjustable to lengthen or shorten the link connection between the end of the crank-arm and the gate, so that the gate may be opened more or less to fit the car-platforms or other spaces of different widths. The pivotal connection of the link 14 with the gate is on a level with the center of the operating rod or shaft 10, so that when the gate has been closed the pivotal connection between the crank-arm 12 on the shaft 10 will be brought below the pivotal connection of the link to the gate and the center of the shaft 10, and when in this position the crank-arm 12 engages a stop 15 on the guard-

frame and prevents the same from further downward movement. When the link and crank-arm are in this position, it will be impossible to open the gate except by turning
5 the crank-handle and rocking the operating-shaft. When the gate is opened, it may be locked in this position in a similar manner, so that it cannot be drawn closed except by the operating-shaft.

10 In Fig. 5 is shown a modified form of means for limiting the movement of the crank-rod, and thereby locking the gate in a closed position. In this instance the stop 15 is done away with, and in lieu thereof a pin or stud
15 16 is fixed to one of the uprights of the guard-frame 4 adjacent to the end of the operating-rod 10 and crank-handle 13, and on said handle is formed a curved finger 13^a, which when the handle is swung up, as shown in Fig. 5, to
20 close the gate will engage the pin or stud and prevent the gate from being opened, as the pivotal connection of the crank-arm and link connection will be below the center of the shaft, as hereinbefore described.

25 From the foregoing description, taken in connection with the accompanying drawings,

the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion, 30 and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having thus fully described our invention, 35 what we claim, and desire to secure by Letters Patent, is—

In combination with a lazy-tongs gate, a rock-shaft having a crank-arm and means whereby it may be turned, bearings for said 40 shaft, and a link attached to the crank-arm and having a longitudinally-adjustable member connected to the bar of the gate.

In testimony whereof we have hereunto set our hands in presence of two subscribing wit- 45 nesses.

SAMUEL KALISHER.
HARRY KALISHER.

Witnesses:

BENJAMIN MUNSON,
BENJAMIN KACIN.