

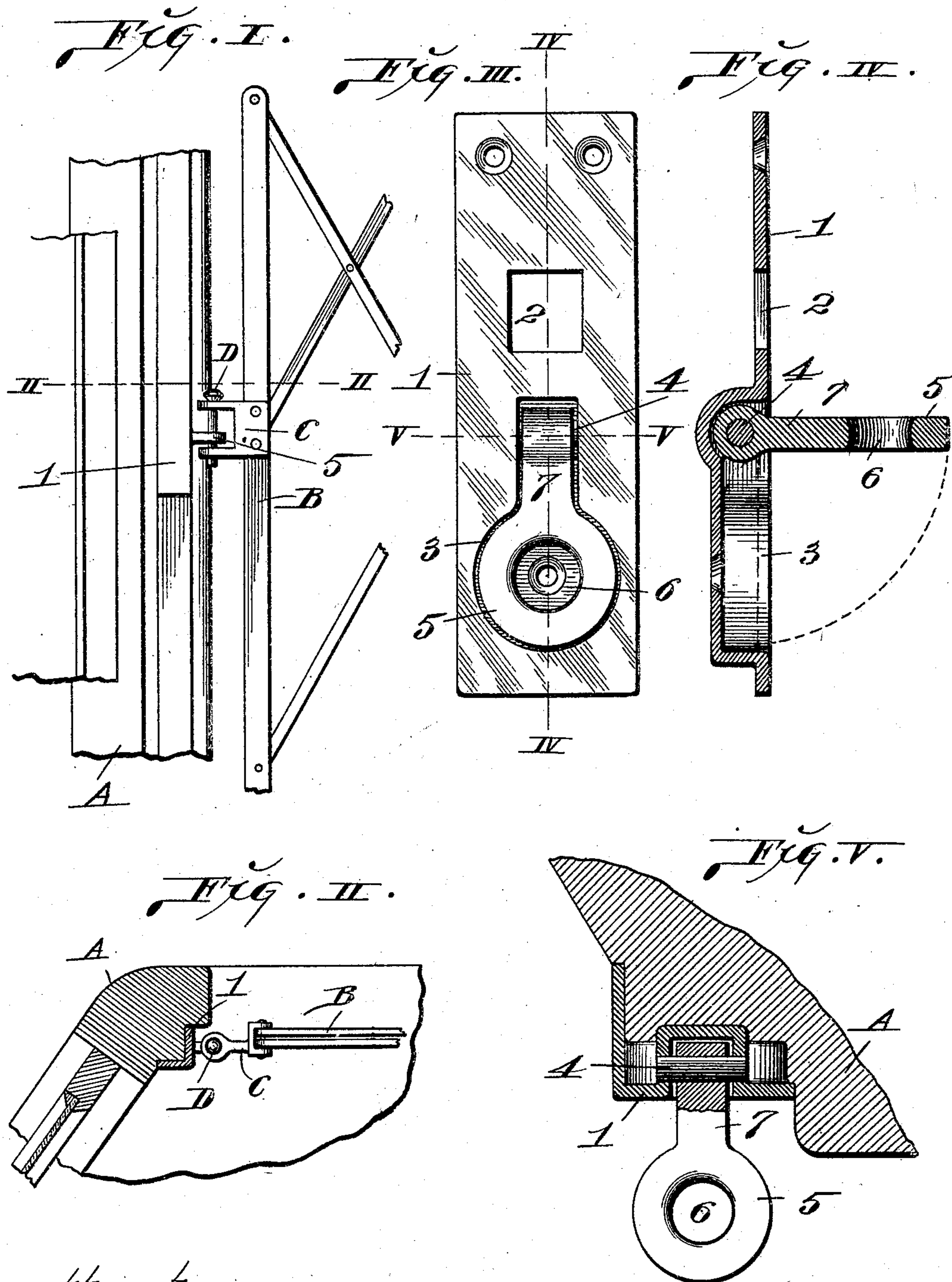
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PATENTED APR. 25, 1905.

E. T. ROBINSON.

COMBINED DOOR AND GATE KEEPER FOR STREET CAR VESTIBULES.

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UNITED STATES PATENT OFFICE.

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COMBINED DOOR AND GATE KEEPER FOR STREET-CAR VESTIBULES.

SPECIFICATION forming part of Letters Patent No. 788,428, dated April 25, 1905.

Application filed December 5, 1903. Serial No. 183,994.

To all whom it may concern:

Be it known that I, EDWARD T. ROBINSON, a citizen of the United States, residing in the city of St. Louis and State of Missouri, have
5 invented certain new and useful Improvements in a Combined Door and Gate Keeper for Street-Car Vestibules, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings,
10 forming part of this specification.

My invention relates to a keeper for receiving the engagement of the latch or lock bolt of a street-car-vestibule-door or the hook-pin of a street-car-vestibule gate.

15 The invention consists of features of novelty hereinafter fully described, and pointed out in the claim.

Figure I is an elevation of fragments of the wall of a street-car vestibule and a gate for controlling the step passage-way of the car-vestibule. Fig. II is a horizontal section taken on line II II, Fig. I, showing the parts beneath said line in plan. Fig. III is a face view of my keeper. Fig. IV is a vertical section taken
25 on line IV IV, Fig. II, with the gate-pin-receiving eye member in elevated position. Fig. V is a cross-section taken on line V V, Fig. III, with the gate-pin-receiving eye member shown in elevated position.

30 A designates the wall of the vestibule of a street-car.

B is the gate controlling the step passage-way of the car-vestibule, and C is the hook of the gate B, in which is seated the hook-pin D.

35 1 designates the main plate of my keeper, in which is the orifice 2, designed to receive the latch or lock bolt of a door such as used to close the passage-way of a street-car vestibule during the colder months of the year. It is
40 common practice during the warmer months

of the year to remove the doors of the vestibules of street-cars and substitute therefor the gate B. (Illustrated in Figs. I and II.) In view of this practice I form in the main plate of my keeper a pocket 3, that extends rear- 45 wardly from the face of the plate, as seen most clearly in Fig. IV. In the upper end of this pocket I seat a pivot-pin 4, that extends through the side walls of the pocket, as seen in Fig. V. 50

5 designates an eye member provided with an eye 6 and having a shank 7, that is loosely mounted on the pivot-pin 4. This eye member is designed to enter the pocket 3 in the main plate of the keeper when in lowered or 55 vertical position when out of service, as seen in Fig. III, in which position it lies flush with the face of the main plate, and therefore offers no obstruction in the passage-way of the vestibule in which the keeper is located. When 60 the gate B is to be secured to the keeper, the eye member 5 is raised out of the pocket 3 and moved into the horizontal position seen in Figs. I, II, IV, and V, and is therefore so placed as to receive the hook-pin D of the gate- 65 hook C, which is readily passed therethrough to hold the vestibule-gate.

I claim as my invention—

In a combined door and gate keeper for street-car vestibules, the combination of a 70 main plate provided in its front face with a door-bolt-receiving orifice and a pocket spaced from one another, and a gate-pin-receiving eye member provided with a shank pivoted within the pocket of the main plate.

EDWARD T. ROBINSON.

In presence of—

H. F. VOGEL,
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