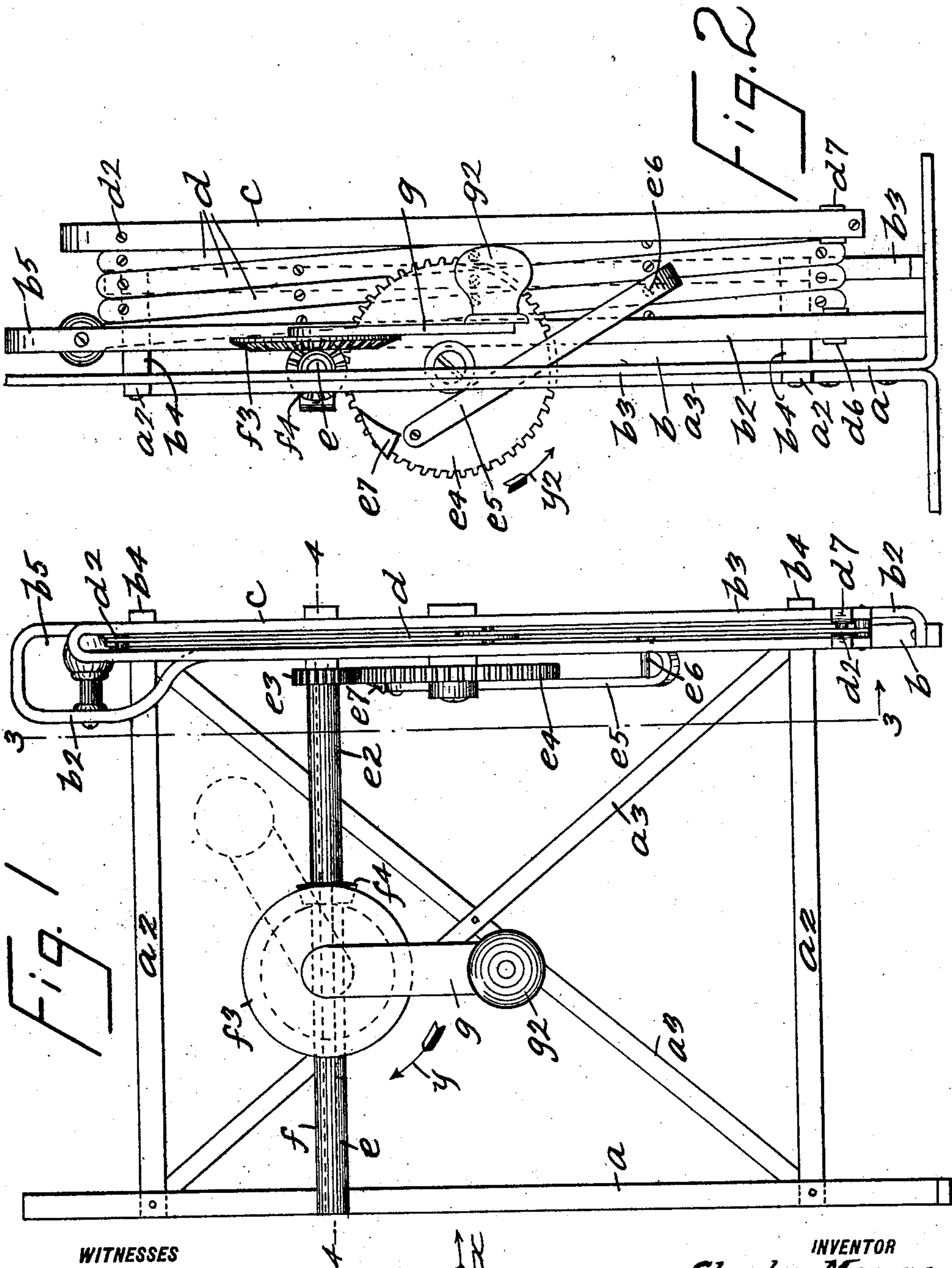


No. 828,229.

PATENTED AUG. 7, 1906.

C. MEYER.  
COLLAPSIBLE GATE.  
APPLICATION FILED JULY 8, 1905.

2 SHEETS—SHEET 1.



WITNESSES

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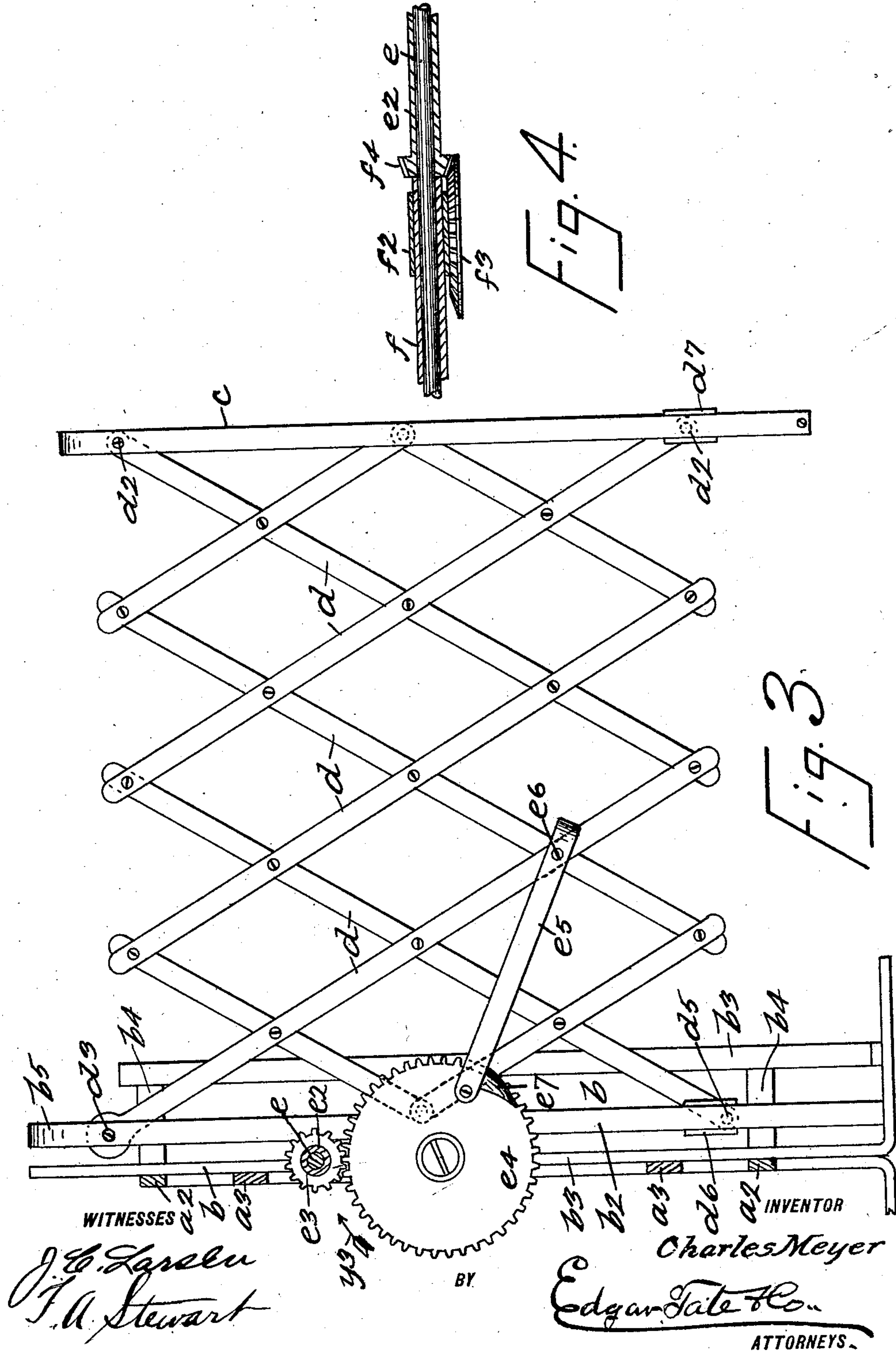
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# UNITED STATES PATENT OFFICE.

CHARLES MEYER, OF NEW YORK, N. Y.

## COLLAPSIBLE GATE.

No. 828,229.

Specification of Letters Patent.

Patented Aug. 7, 1906.

Application filed July 8, 1905. Serial No. 268,828.

*To all whom it may concern:*

Be it known that I, CHARLES MEYER, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Collapsible Gates, of which the following is a specification, such as will enable those skilled in the art to which it appertains to make and use the same.

10 The object of this invention is to provide an improved collapsible gate particularly designed for use on elevated and other cars, but which may be used wherever gates of this class are desired, a further object being to  
15 provide a gate of the class specified which is simple in construction and operation and provided with convenient and effective devices for opening and closing the gate and for holding it in both the open and closed position.

20 This invention is an improvement on that described and claimed in the United States Patent No. 730,036, granted to me June 2, 1903, and the invention is fully disclosed in the following specification, of which the accompanying drawings form a part, in which  
25 the separate parts of my improvement are designated by suitable reference characters in each of the views, and in which—

30 Figure 1 is a side view of the frame of my improved gate and showing the gate collapsed; Fig. 2, a view at right angles to Fig. 1 and looking in the direction of the arrow  $x$  of said figure; Fig. 3, a side view of the gate expanded, the support only being shown in  
35 section; Fig. 4, a partial section on the line 4 4 of Fig. 1.

40 In the practice of my invention I provide a suitable support, which may consist of the end of a car or of a stationary frame, or of a panel of a fence with which the gate in practice may be connected, but which, as shown in the drawings, consists of a frame or support composed of vertically-arranged side  
45 members  $a$  and  $b$ , horizontal top and bottom members  $a^2$ , and diagonally-arranged members  $a^3$ . The vertically-arranged side member  $b$  in the form of construction shown consists of a central member  $b^2$  and two side  
50 members  $b^3$ , connected by transverse members  $b^4$ , and the part  $b^2$  is made double in the form of construction shown and is provided at the top with a loop or bend  $b^5$ .

55 The gate proper is connected with the side member  $b$  of the main frame and consists of an end member  $c$  and lazy-tong levers  $d$ , which are connected with said end member  $c$  at two

points, as shown at  $d^2$ , and with the central part  $b^2$  of the main frame at two different points, as shown at  $d^3$  and  $d^5$ , and the connection at  $d^5$  is made by means of a sliding block  
60  $d^6$ , mounted between the separate parts of the central member  $b^2$  of the side member  $b$  of the frame or support, and it will also be seen that the end member  $c$  of the gate is composed of two parts and the connection of the  
65 lazy-tong levers  $d$  therewith at the bottom thereof is made by means of a sliding block  $d^7$ .

Mounted horizontally in the top portion of the frame or support is a rod  $e$ , on the end of which adjacent to the gate is a tubular shaft  
70  $e^2$ , provided with a gear-wheel  $e^3$ , which operates in connection with a larger gear-wheel  $e^4$ , mounted on the part  $b$  of the frame or support and in a vertical plane parallel with the  
75 plane of the gate, and the wheel  $e^4$  is provided with a crank-link  $e^5$ , which is connected at  $e^6$  with the lazy-tong levers of the gate, and the wheel  $e^4$  is provided with a lug or projection  
80  $e^7$ , which operates in connection with the crank-link  $e^5$ .

85 The end of the rod  $e$  opposite the tubular shaft  $e^2$  passes through a tube  $f$ , rigidly secured to the frame or support and provided with a sleeve  $f^2$ , on which is mounted a bevel gear-wheel  $f^3$ , and the tubular shaft  $e^2$  is provided at the end thereof opposite the gear-wheel  $e^3$  with a bevel gear-wheel  $f^4$ , which  
90 meshes with the wheel  $f^3$ , and the wheel  $f^3$  is provided with a crank  $g$ , having a handle  $g^2$ , as clearly shown in Figs. 1 and 2.

95 The operation is as follows: Suppose the gate to be in a collapsed position. In order to extend the gate, as shown in Fig. 3, the wheel  $f^3$  is turned to the right, as indicated by the arrow  $y$  in Fig. 1. This operation turns the wheel  $e^4$  to the left, as indicated by the arrow  $y^2$  in Fig. 2, and the gate is extended, as shown in Fig. 3. When it is desired to collapse the gate, the wheel  $f^3$  is turned to the left, and this operation turns the wheel  $e^4$   
100 to the right, as indicated by the arrow  $y^3$  in Fig. 3, and the gate is thrown into the collapsed position, as shown in Figs. 1 and 2. In the operation of closing or extending the gate, as shown in Fig. 3, the lug or projection  
105  $e^7$  strikes the crank-link  $e^5$  when the gate is fully closed or extended, and this prevents the further turning of the wheel  $e^4$ , together with the further turning of the wheels  $e^3$  and  
110  $f^3$ , and the position of the pivotal connection of the crank-link  $e^5$  with the wheel  $e^4$  is such that said crank-link forms a lock for the gate



and the gate cannot be collapsed or opened without turning the wheel  $f^3$  to the left.

5 The lug or projection  $e^7$  on the wheel  $e^4$ , in combination with the crank-link  $e^5$ , constitutes the chief feature of this invention and distinguishes the same from that described and claimed in the patent hereinbefore referred to.

10 Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

15 The combination with a support of a collapsible gate consisting of lazy-tong levers and an end member, the lazy-tong levers being connected with the support and the end member of the gate, a shaft mounted on the support at right angles to the gate and provided with a gear-wheel, another gear-wheel mounted on the support and operating in  
20 connection with the first-named gear-wheel,

a crank-link connected with the last-named gear-wheel and with the lazy-tong levers of the gate and adapted to open and close the gate, said last-named gear-wheel being also provided with a lug or projection which operates in connection with the crank-link, and means for operating said shaft, consisting of a beveled gear-wheel mounted on the support, a beveled gear-wheel connected with said shaft and a crank connected with the first-named bevel gear-wheel, substantially as shown and described. 25 30

In testimony that I claim the foregoing as my invention I have signed my name, in presence of the subscribing witnesses, this 7th day of July, 1905. 35

CHARLES MEYER.

Witnesses:

F. A. STEWART,  
C. E. MULREANY.