

No. 837,649.

PATENTED DEC. 4, 1906.

S. SZENTJÁNOSY.
BRIDGE AND DOOR OPERATING DEVICE.
APPLICATION FILED FEB. 5, 1906.

Fig. 1,

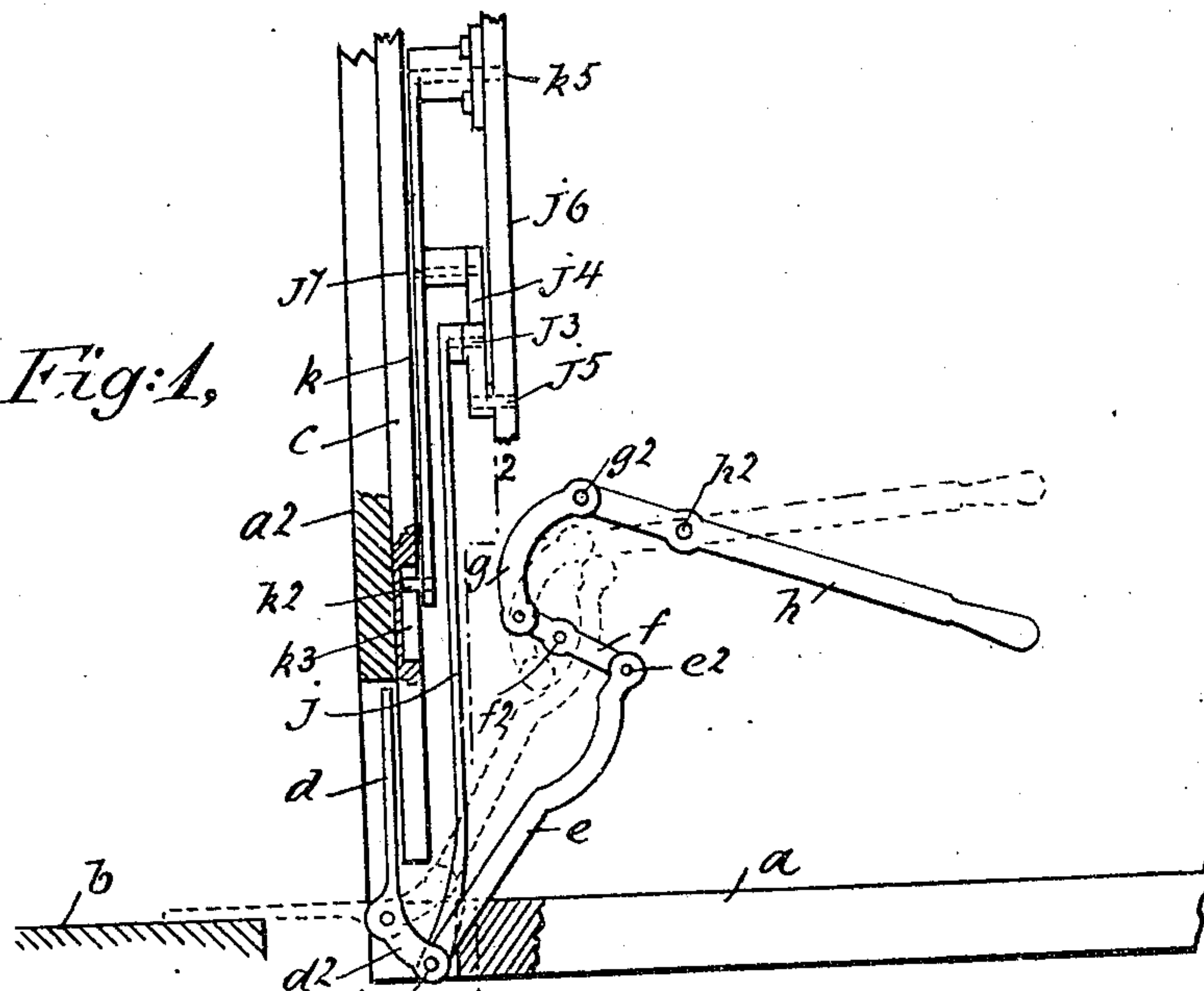
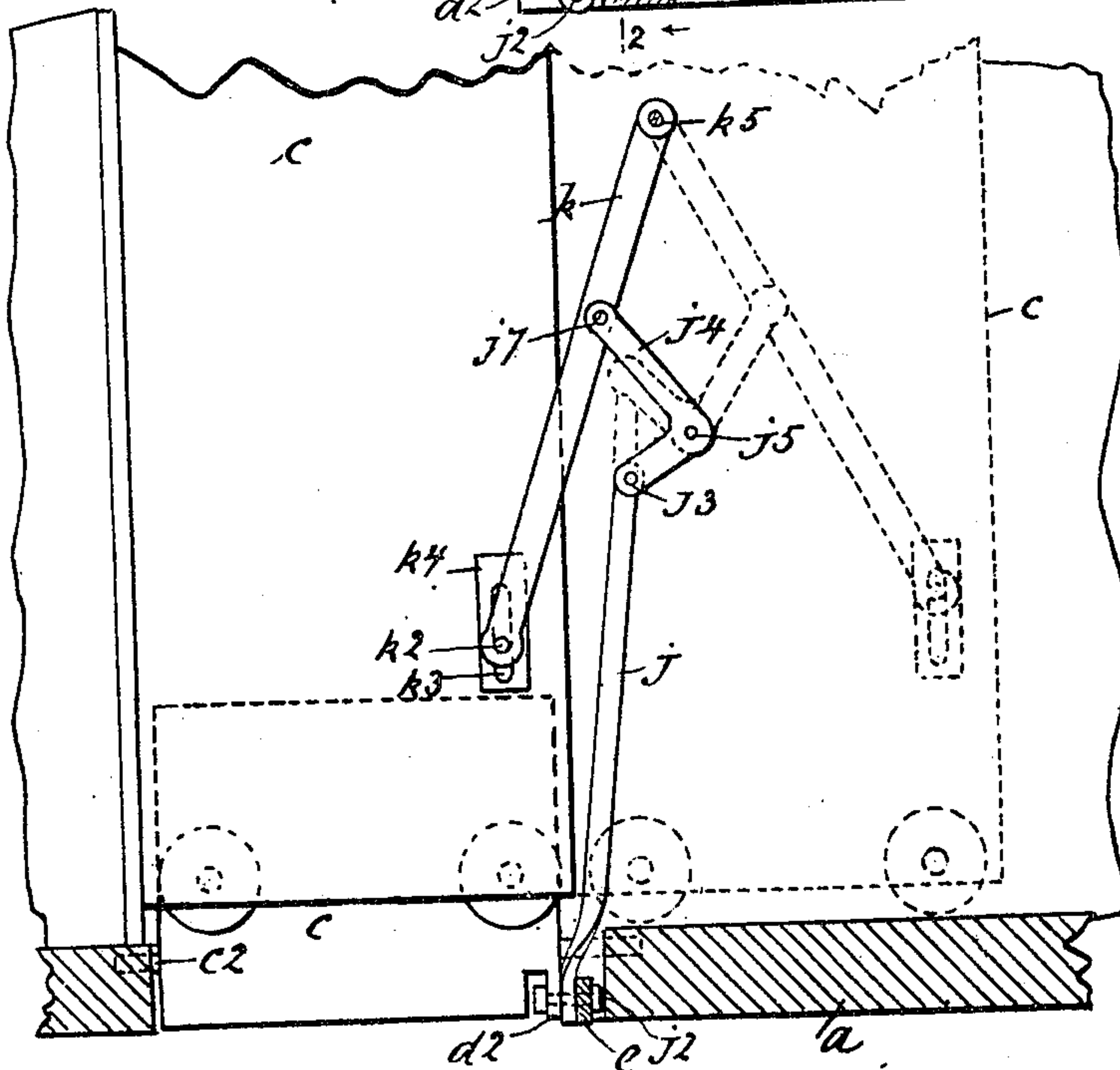


Fig. 2,



WITNESSES

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BRIDGE AND DOOR OPERATING DEVICE.

No. 837,649.

Specification of Letters Patent.

Patented Dec. 4, 1906.

Application filed February 5, 1906. Serial No. 299,438.

To all whom it may concern:

Be it known that I, SIGMUND SZENTJÁNOSY, a citizen of Austria-Hungary, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Bridge and Door Operating Devices, 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.

This invention relates to bridges for use in connection with doors or gates on elevated railways and subway railways for closing the space between the door or gate of a car and the platform at the side of a train or at the side of a railway-track; and the object of the invention is to provide a bridge of this class which is operated in connection with a sliding door or gate, the bridge being pivoted and adapted to be raised and lowered vertically, while the door or gate is slidably mounted and adapted to be opened and closed in the manner of other doors or gates of this class, a further object being to provide a bridge and door or gate operated in the manner specified for use wherever such devices are applicable; and with these and other objects in view the invention consists of an apparatus of the class specified constructed and operated as hereinafter described and claimed.

The invention is fully disclosed in the following specification, of which the accompanying drawings form a part, in which the separate parts of my improvement are designated by suitable reference characters in each of the views, and in which—

Figure 1 is a sectional end view of a part of one end of a car provided with my improvement and showing also a part of the platform of a station adjacent thereto, and Fig. 2 a vertical section of a part of the car on the line 2 2 of Fig. 1.

In the drawings forming part of this specification I have shown at a a part of the bottom of one end portion of a car and at a^2 a part of one of the side walls of the car, and at b I have shown a part of a station-platform.

The car is provided in the side thereof adjacent to the end with a sliding door or gate c , and pivoted or hinged at the bottom thereof, as shown at c^2 , is a bridge d , one side or end portion of which is provided with an arm d^2 , which projects inwardly and downwardly and with which is connected a link member e , which extends upwardly and inwardly and is pivotally connected at e^2 with a lever f ,

pivoted at f^2 , and with which is connected a curved supplemental link member g , which is also connected with an operating-lever h at g^2 , said operating-lever being pivoted at h^2 . I have also shown at c a sliding door or gate which is adapted to be operated or opened and closed at the same time as the bridge d , and for this purpose I provide an operating-arm j , which is pivoted at the same point as the link member e , as shown at j^2 , and to the arm d^2 of the bridge d , and this arm extends upwardly and at an inclination to the door or gate frame and is pivoted at j^3 to a crank j^4 , which is pivoted at j^5 to any suitable support j^6 , arranged adjacent to the side of the car and on the inner side thereof, and the crank j^4 is pivoted at j^7 to a lever-bar k , one end of which is provided with a pin k^2 , movable in a slot k^3 , formed in a vertically-arranged plate k^4 , secured to the inner side of the door or gate, or said slot may be formed in said door or gate, and the upper end of the lever-bar k is pivoted to the support j^6 at k^5 .

My invention is not limited to any particular construction of the bridge and door or gate, and it will be apparent that my improvement may be used in connection with any kind or class of cars which are operated in connection with elevated platforms at stations and similar places, so as to close the space between the car or cars and the platform, and thus prevent serious and sometimes fatal accidents occasioned by people falling or stepping into said space.

The invention herein described and claimed is an improvement on that described and claimed in United States Letters Patent No. 791,659, granted to me June 6, 1905, and is distinguished from said invention by the fact that the bridge is a hinged bridge instead of a sliding bridge and in the method of and apparatus for operating said bridge and the gate or door.

It will be observed that when the door or gate is closed the bridge is held in a raised position adjacent thereto, and the movement of the lever h in one direction will open the door or gate and lower the bridge, and the movement of said lever in the opposite direction will close the door or gate and raise the bridge.

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

The combination with the door or gate frame of a car, of a sliding door or gate

mounted therein, and a platform-bridge
hinged at the bottom of the door or gate and
on the outer side thereof, said bridge being
provided with a downwardly and inwardly
5 directed arm, a link member pivoted to said
arm and extending upwardly and inwardly, a
lever pivoted to said link member, a supple-
mental link member pivoted to said lever, an
operating-lever pivoted to the supplemental
10 link member, an operating-arm also pivoted
to the arm of the bridge and extending up-
wardly within the door or gate, a crank-lever

to which said operating-arm is pivoted, and
a lever-bar pivotally supported above the
crank-lever and pivotally and slidably con- 15
nected with the door or gate.

In testimony that I claim the foregoing as
my invention I have signed my name, in pres-
ence of the subscribing witnesses, this 3d day
of February, 1906.

SIGMUND SZENTJÁNOSY.

Witnesses:

F. A. STEWART,
C. J. KLEIN.