

J. A. MOORE & T. M. THOMPSON.

GATES FOR RAILWAY PASSENGER-CARS.

No. 185,344.

Patented Dec. 12, 1876.

Fig. 1.

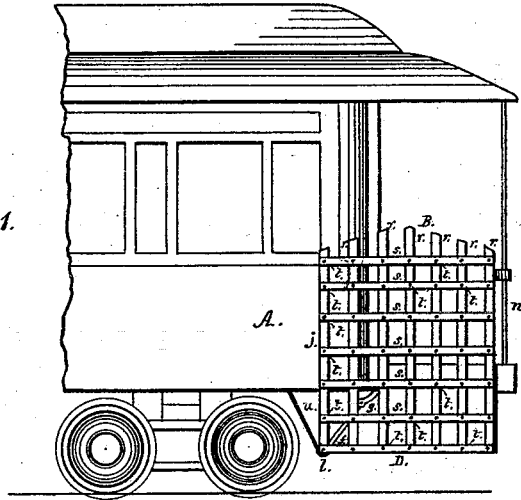


Fig. 2.

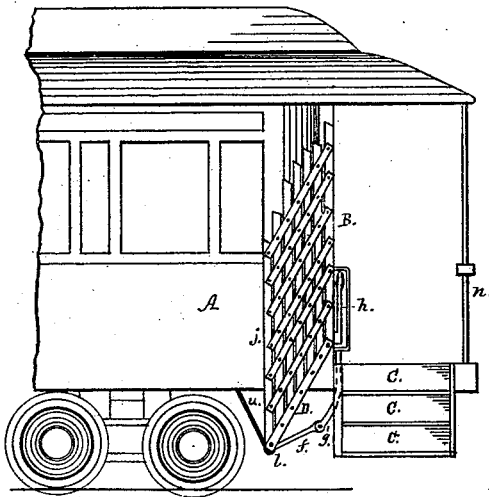
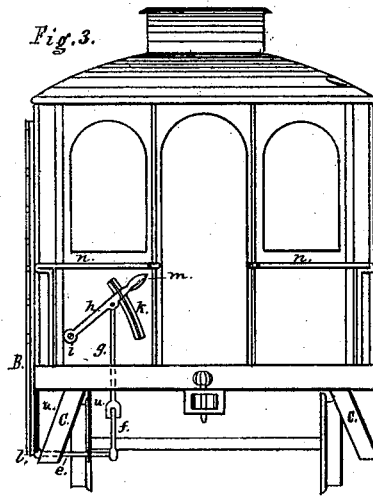


Fig. 3.



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# UNITED STATES PATENT OFFICE.

JOHN A. MOORE AND THOMAS M. THOMPSON, OF PITTSBURG, PA.

## IMPROVEMENT IN GATES FOR RAILWAY PASSENGER-CARS.

Specification forming part of Letters Patent No. 185,344, dated December 12, 1876; application filed April 25, 1876.

*To all whom it may concern:*

Be it known that we, JOHN A. MOORE and THOMAS M. THOMPSON, both of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented a certain new and useful Improvement in Gates for the Steps of Passenger Railway-Cars; and we do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

Our invention relates to an improvement in passenger railway-cars; and consists in pivoting to the sides of the car, and near each end of it, gates for the purpose of shutting off the steps leading up to the entrance-platform, said gates being constructed of strips pivoted together, so as to form lattice-work, and susceptible of being folded up for the purpose of opening the gate, and unfolded for closing it.

To enable others skilled in the art to which our invention is most nearly connected to make and use it, we will proceed to describe its construction and operation.

In the accompanying drawings, which form part of our specification, Figure 1 is a side elevation of a section of a passenger railway-car provided with our improvement in gate, and represents the entrance to the steps closed. Fig. 2 is a side elevation of the same, representing the gate opened. Fig. 3 is an end elevation of a passenger-car furnished with our improvements.

In the accompanying drawings, A represents the railway passenger-car, which is of the ordinary construction. B represents the gate, which is constructed of strips of wood or iron. The strips *r* are arranged vertically, and the strips *s* arranged at right angles to them, and pivoted at *t*. The strip marked *j* is secured to the side of the car, near to the end, as indicated in Figs. 1 and 2. The bar D is secured at *l* to the shaft *e*, which is pivoted in bearings or supports *u*.

To the inner end of the shaft *e* is attached a lever, *f*, to which is pivoted a lever or connecting-rod, *g*, which is, at its upper end, attached to a hand-lever, *h*, which, at *i*, is pivoted to the end of the body of the car. The end *m* of the lever *h* is held in position by notches in the guide or guard *k*. The railing *n* of the platform and the steps C are of the ordinary construction.

From the foregoing description, and by reference to the accompanying drawings, the skillful mechanic will readily understand the construction of our improvement in gates and the several parts connected therewith. We will therefore proceed to describe its operation, which is as follows: When the operator desires to open the gate B, as shown in Fig. 1, he draws upward the inner or handle end of the lever *h*, which will draw up the rod *g* and lever *f*, which will turn the shaft *e*, which will move the strip D, causing it to act on the vertical strips *r*, so as to fold up the strips *s* and *r*, opening a passage-way to the steps C, as shown in Fig. 1. The gate is unfolded or closed by pressing down on the lever *h*.

By constructing gate as hereinbefore described it will be light and easily manipulated by means of the lever *h* and its connections.

The object of the gate is to prevent ingress to the steps C and platform of the car, and also to prevent egress from the platforms and steps while cars are moving, thereby avoiding accidents which are common, and caused by persons boarding and leaving the cars when they are moving.

Having thus described our improvement, what we claim as of our invention is—

1. In a passenger railway-car, the combination of a gate with the steps leading up to entrance-platform, said gate consisting of vertical and horizontal strips pivoted together, forming lattice-work, and secured to the sides of the car, and opened by folding it up, and closed by unfolding it, substantially as herein described, and for the purpose set forth.

2. In a passenger railway-car, a gate in combination with the steps leading up to the entrance-platform, said gate consisting of vertical and horizontal strips pivoted together, forming lattice-work, and secured to the side of car, and opened by folding it up, and closed by unfolding it, through the medium of a hand-lever and operating-rods connected therewith, substantially as herein described, and for the purpose set forth.

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