(No Model.)

2 Sheets—Sheet 1.

A. B. FLACH.

SAFETY GATE.

No. 263,037. Patented Aug. 22, 1882.

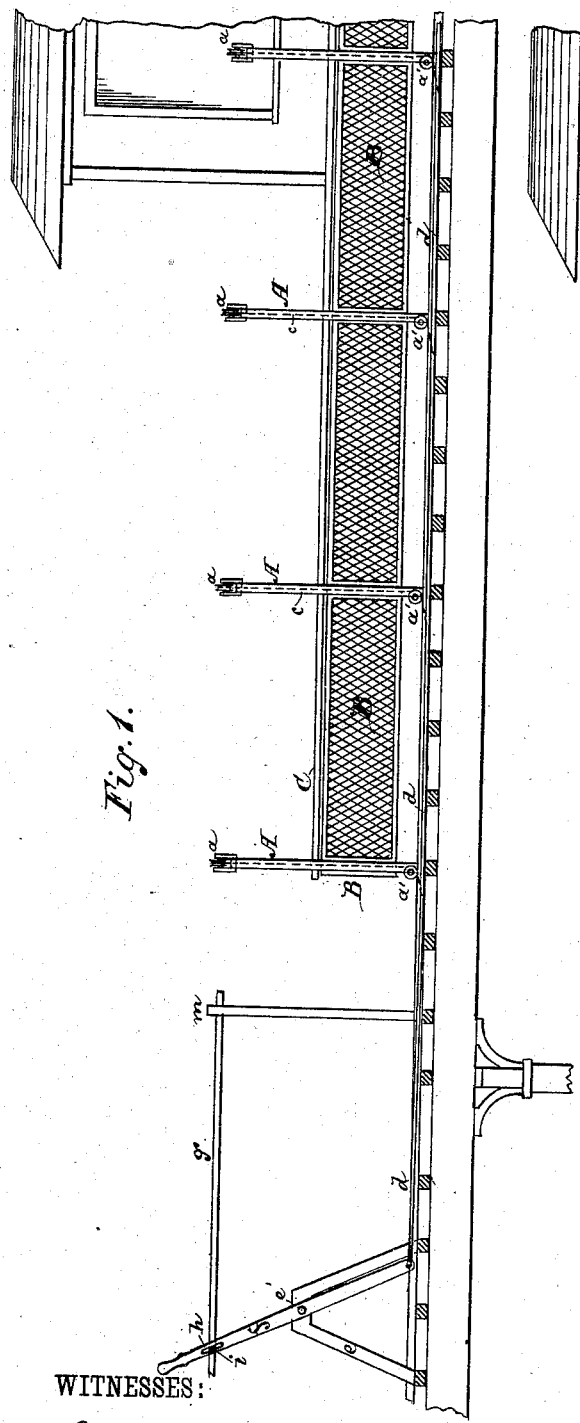

Fig. 1.

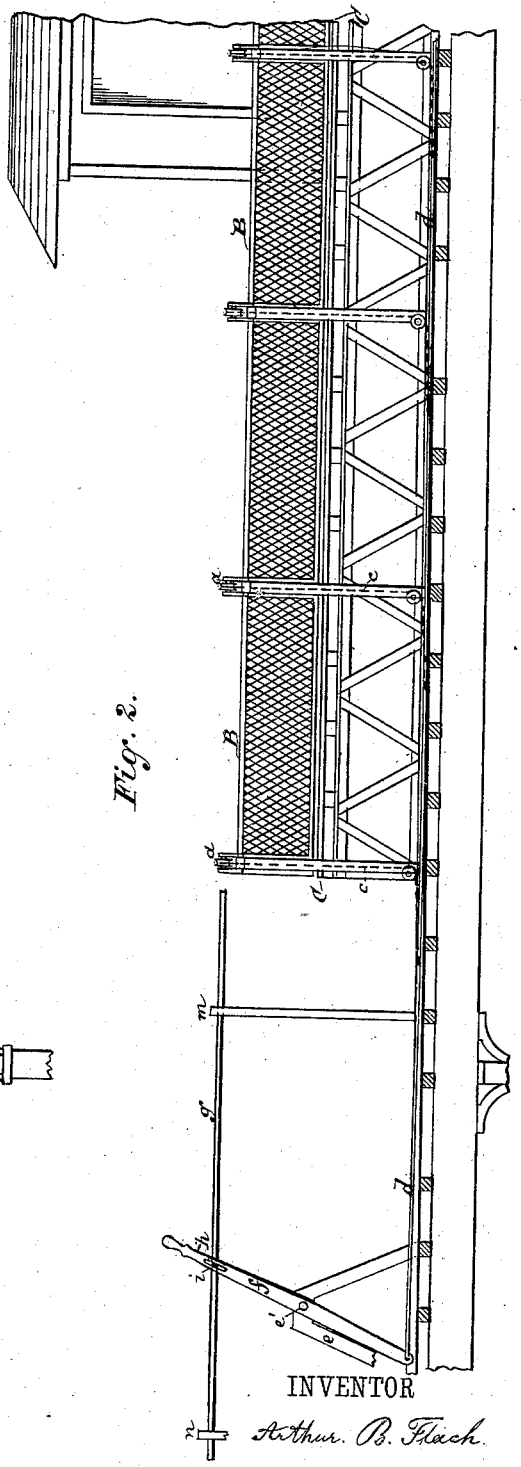

Fig. 2.

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(No Model.)

2 Sheets—Sheet 2.

A. B. FLACH.

SAFETY GATE.

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Fig. 4

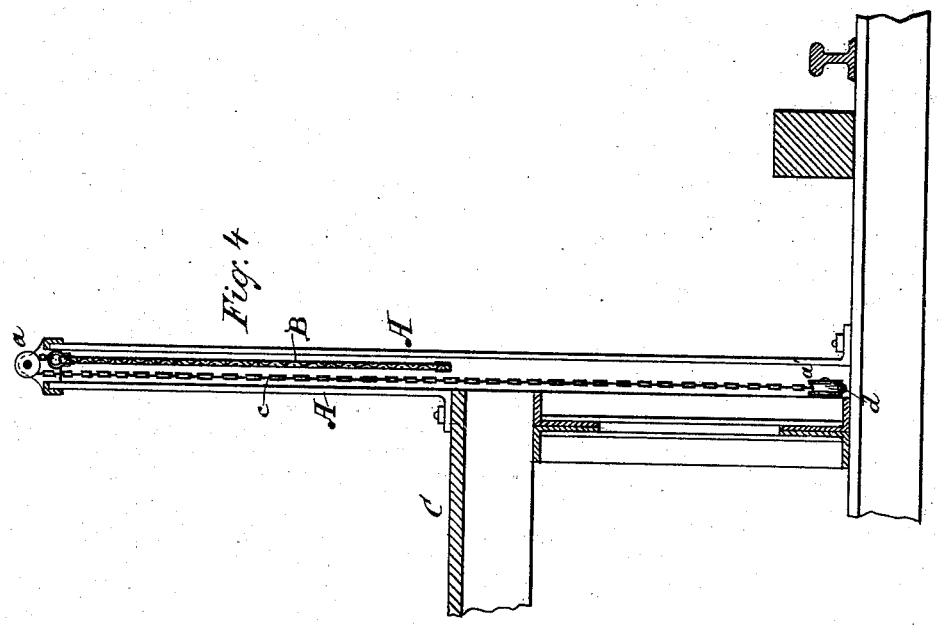
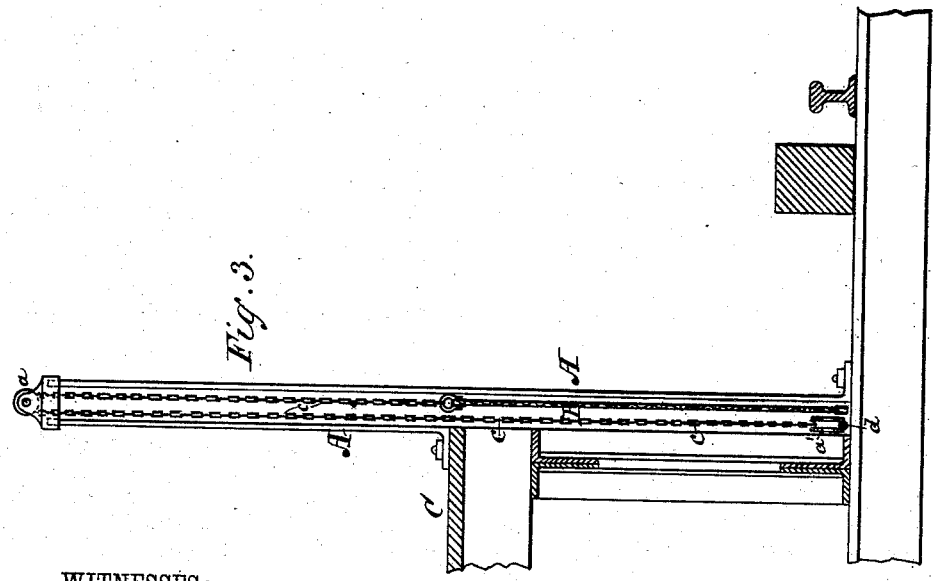


Fig. 3.



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UNITED STATES PATENT OFFICE.

ARTHUR B. FLACH, OF NEW YORK, N. Y.

SAFETY-GATE.

SPECIFICATION forming part of Letters Patent No. 263,037, dated August 22, 1882.

Application filed April 3, 1882. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR B. FLACH, of the city and State of New York, have invented a new and Improved Safety-Gate, of which the following is a full and true description.

My invention relates to improvements in safeguards to prevent passengers from rushing into railway-trains while in motion or from prematurely leaving the same. This gate is especially applicable to elevated-railway stations.

The invention is illustrated in the accompanying drawings, of which Figure 1 represents a front view of the gate when down or open. Fig. 2 represents a front view of the gate when closed. Fig. 3 is a sectional view of the gate, showing a portion of the platform and track with the gate open. Fig. 4 is a sectional view of the gate, showing a portion of the platform and track with the gate closed.

On the edge of the platform C which is nearest to the track are arranged, at proper distances apart, the posts A, carrying the pulleys *a a'*, one above and one below, as shown in the drawings. These posts A are made of flat iron bars with cast-iron caps, and serve also as guides for the gate.

The gate B is made preferably of wire-cloth properly framed, and extends the entire length of the platform C.

At each post a rope or chain, *c*, is attached to the upper part of the gate, and after passing over the upper and under the lower pulleys is fastened to the light rod *d*. The rod *d* rests upon the cross-ties of the track and extends the entire length of the platform, and projects beyond that end of the same near which the locomotive is expected to stop. A lever, *f*, is at this point mounted upon a stand, *e*, in such manner that it may be oscillated on the pin *e'*. The lower end of this lever is connected to the rod *d*. The upper end bears a handle. There is also a slot cut near the upper end.

The hand-bar *g* is held at the proper height, close behind the lever *f*, by the stanchions *m n*, which have holes parallel with the rails, in which the hand-bar *g* is free to slide.

A pin, *i*, fixed to *g*, plays in the slot *h* of the lever *f*.

The hand-bar *g* is made of such length as to be within reach of the engineer when the train is at the station, but not within reach of any person standing upon the platform.

The method of operating this gate is as follows: Before the train starts the engineer pulls the hand-bar *g*, and by means of the pin *i*, the lever *f*, the rod *d*, and chains *c* raises the gate. When arriving at a station, the gate there being closed, the engineer pulls the hand-bar *g* in the reverse direction, thus lowering or opening the gate after the train has come to a stop. When in this position the gate fills the space between platform and the rail-ties, the upper edge of the gate being flush with the floor of the platform.

The gate is held in position either by balance-weights or catches, the latter to be operated by the engineer. In this manner numerous accidents will be avoided.

Another advantage is derived from the fact that the gate is always up except at such time as the train is at the platform and ready to receive the passengers.

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

In a dropping gate for elevated-railway stations, the combination of the hand-bar *g* with the lever *f*, rod *d*, chains *c*, pulleys *a*, posts A, and gate B, when constructed and operated substantially as described.

ARTHUR B. FLACH.

Witnesses:
CHAS. RAETTIG,
JAMES DEMAREST.