(No Model.)

# G. W. NAYLOR & N. W. FOLEY.

## CAR GATE.

No. 492,826. Patented Mar. 7, 1893.

Fig. 1.

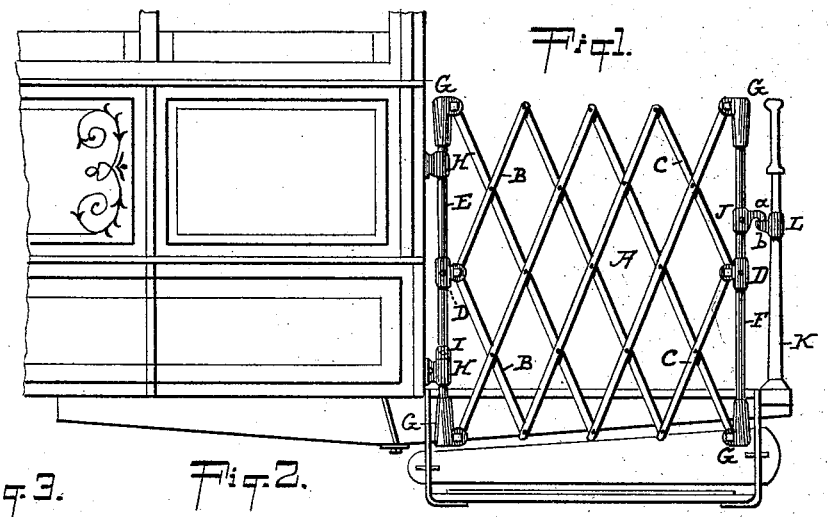



Fig. 3.

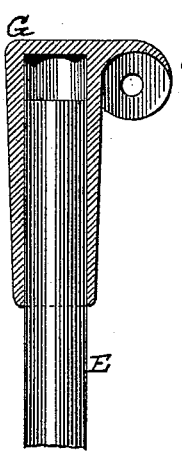



Fig. 2.

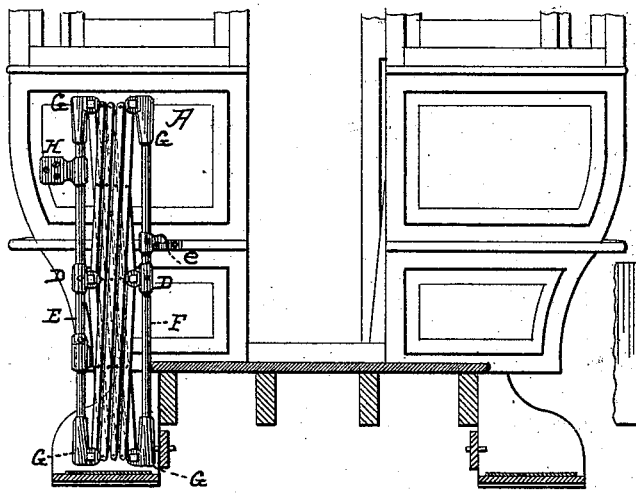



Fig. 4.

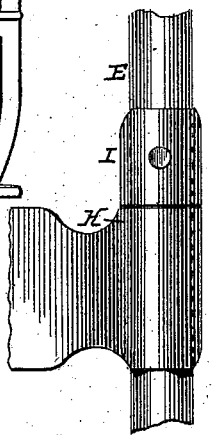



Fig. 5.

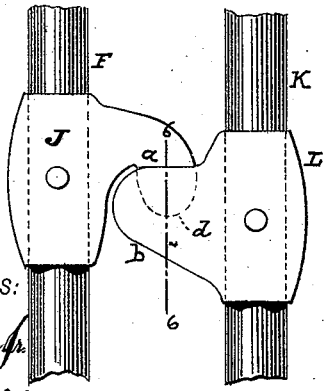
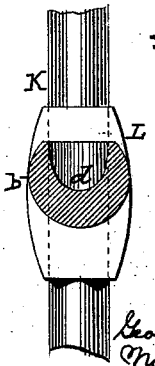



Fig. 6.

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# UNITED STATES PATENT OFFICE

GEORGE W. NAYLOR AND NICHOLAS W. FOLEY, OF JERSEY CITY, NEW JERSEY.

## CAR-GATE.

SPECIFICATION forming part of Letters Patent No. 492,826, dated March 7, 1893.

Application filed November 21, 1892. Serial No. 452,658. (No model.)

*To all whom it may concern:*

Be it known that we, GEORGE W. NAYLOR and NICHOLAS W. FOLEY, citizens of the United States, and residents of Jersey City, in the county of Hudson and State of New Jersey, have invented certain new and useful Improvements in Gates, of which the following is a specification.

The invention relates to improvements in gates, and particularly to improvements in gates for street cars; and said invention consists in the novel construction and arrangement of parts hereinafter described and claimed by which a lazy-tong gate may be suspended and sustained at its center and ends upon rods which will permit the gate when in its collapsed condition to be turned against the end of the car and thus leave the passageway unobstructed. The gate is, at the center of its ends, pivotally secured to sleeves fixed on vertical rods, and the upper and lower corners of the gate carry hollow caps which as the gate is extended to close it or collapsed to open it have a vertical movement on the ends of said rods. One of the said vertical rods is sustained in sleeve bearings secured to the end of the car, and the other of said rods carries a fastening device by which it may be locked to hold the gate in its extended position across the platform or freed to permit the collapsing or closing of the gate.

The invention will be more fully understood from the detailed description hereinafter presented, reference being had to the accompanying drawings, in which:

Figure 1 is a side elevation of a gate embodying our invention shown applied to the platform of a car, the gate being in its extended position; Fig. 2 an elevation of said gate in its collapsed position and turned against the end of the car, the platform being in section; Fig. 3 a detached vertical section on an enlarged scale of one of the movable caps located at the corners of the gate; Fig. 4 a side elevation on an enlarged scale of the means for sustaining the gate at its hinged end. Fig. 5 is an enlarged detached side elevation of the fastening for locking the gate in its extended position across the platform of the car, and Fig. 6 is a vertical section of same on the dotted line 6—6 of Fig. 5.

In the drawings A designates the lazy-tong gate which will be composed of as many pairs of the levers as may be desired and will terminate at the horizontal center of its ends in the short levers B, B, and C, C, which converge to a point at each end of the gate and are pivotally secured to ears on the sleeves D, D, the latter being immovably secured at about the center of the rods E, F, located at the opposite ends of the gate. The sleeves D, D, firmly sustain the gate at its center, and at the upper and lower corners of the gate the levers which there terminate are pivotally secured to ears on the hollow cap G, which loosely fit upon the upper and lower ends of the vertical rods E, F, and are adapted to have a sliding movement toward and from each other during the opening and closing of the gate. The caps G are closed at their outer ends and not only present a finished appearance but are entirely reliable and safe in use. The vertical rod E is pivotally sustained in the sleeves H secured to the car, a collar I on the rod serving to prevent the same from slipping downward through the sleeves; while the corresponding rod F is supported by and moves with the levers of the gate. Upon the rod F is secured the sleeve J having the downwardly extending lug *a;* and upon the vertical rod K of the car platform is secured the sleeve L having a lug *b* in which is formed a socket *d*, adapted to receive the said lug *a* and lock the gate in its extended position, as shown in Fig. 1. Upon the end of the car there may be secured a lug *e* corresponding with the lug *b* for the purpose of engaging the lug *a* when the gate is in its collapsed position, as shown in Fig. 2. The lug *a* has rounded surfaces, and the surfaces of the lug *b* surrounding the socket *d* are also rounded, and the purpose of thus forming said surfaces is to cause the lug *a* to readily find the socket *d* and facilitate the locking of the gate.

What we claim as our invention, and desire to secure by Letters Patent, is—

1. The lazy-tong gate having at its ends the converging levers B, B, and C, C, combined with the rods E, F, secured to the said converging levers, and the caps G connected with the longer levers of the gate and adapted to slide on the said rods; substantially as set forth.

2. The lazy-tong gate combined with the end rods E, F, the gate being pivotally secured at its horizontal center to said rods, and at its corners provided with connections adapting the upper and lower edges of the gate to reciprocate while the gate is sustained at its horizontal center; substantially as and for the purposes set forth.

3. The gate having at its end the sleeve J and the lug *a* on said sleeve, combined with the lug *b* having the socket *d* to receive said lug *a*, the surfaces of said lugs being rounded, substantially as and for the purposes set forth.

4. The lazy-tong gate having at its ends the rods E, F, combined with the sleeves D securing the gate at opposite ends, the sleeves H receiving the rod E, and the sliding hollow caps G on the ends of the rods E, F, and connected with the levers at the corners of the gate; substantially as and for the purposes set forth.

Signed at New York, in the county of New York and State of New York, this 28th day of October, A. D. 1892.

GEORGE W. NAYLOR.
NICHOLAS W. FOLEY.

Witnesses:
CHAS. C. GILL,
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