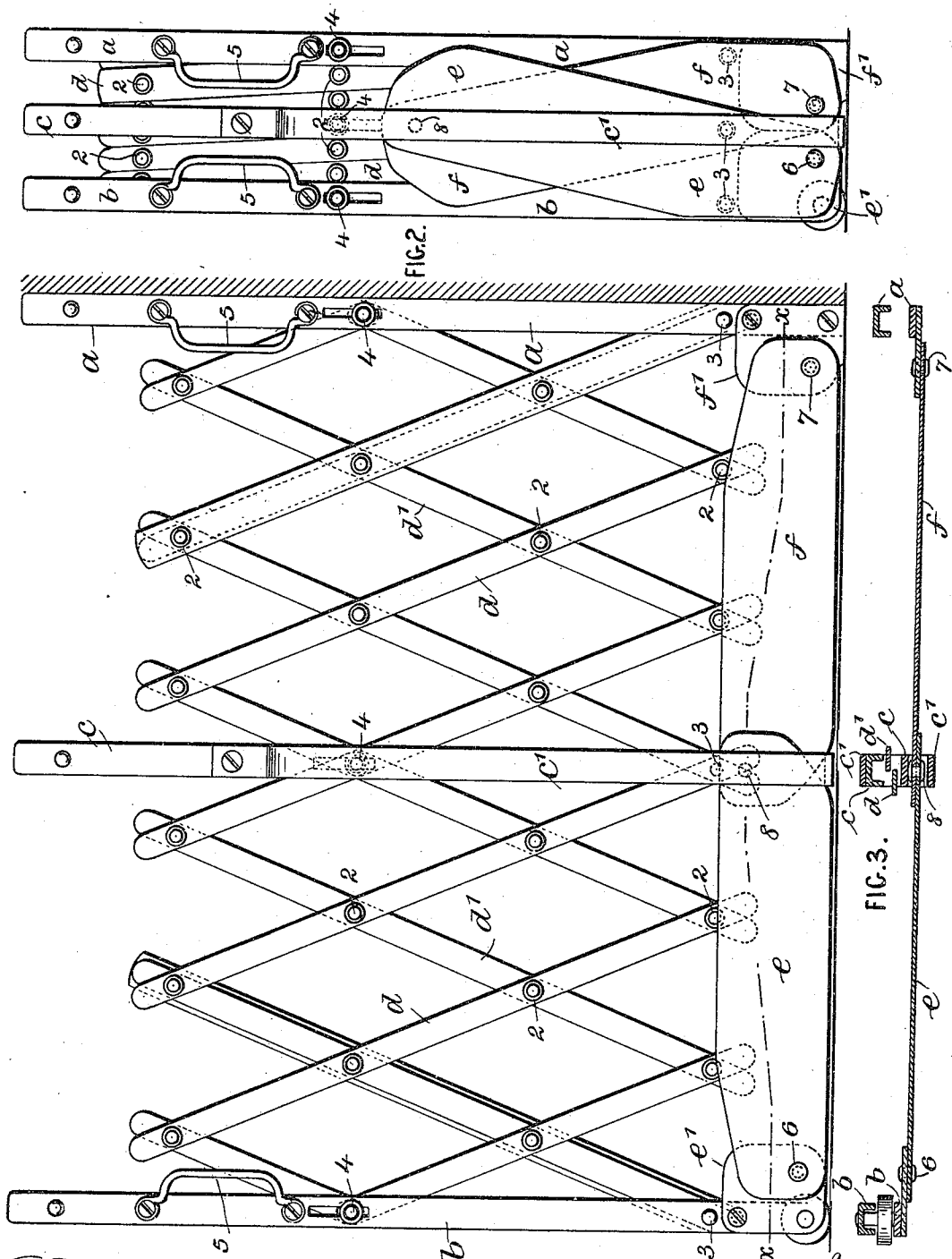


A. BATAILLE.
FOLDING GATE.
APPLICATION FILED NOV. 16, 1909.

949,739.

Patented Feb. 15, 1910.



Witnesses
Charles Smith
A. L. Bessell

FIG. 1.

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his atty.

UNITED STATES PATENT OFFICE.

ACHILLE BATAILLE, OF NEW YORK, N. Y., ASSIGNOR TO A. BATAILLE & CO., OF
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FOLDING GATE.

949,739.

Specification of Letters Patent.

Patented Feb. 15, 1910.

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To all whom it may concern:

Be it known that I, ACHILLE BATAILLE, a citizen of the United States, residing in the borough of Manhattan, city, county, and State of New York, have invented an Improvement in Folding Gates, of which the following is a specification.

My invention relates to a folding gate of well known pattern, particularly of the lazy-tongs pattern, and the same is adapted for use in closing off the entrance to and exit from passenger elevators and railroad cars. Gates of this pattern and for such employment as heretofore constructed of metal possessed a marked disadvantage in the liability of injury to the feet or hands of a passenger; it being an unconscious habit for a passenger to place his or her feet under the gate when standing close thereto, or with the hands to take hold of the bars unmindful of the risk of injury to these members of the body from the closing up of the gate members so as to open up a passageway for travel, all of which it is the object of my invention to overcome.

In carrying out my invention, I employ one or more bars pivoted to the gate, in use occupying a horizontal position at the lower or top edges, or both, and movable automatically with the closing or opening movements of the gate members. The employment of such bars at the bottom or lower edge of the gate on the inside prevent a passenger standing alongside the gate getting his or her feet beneath the gate and such bars when employed at the top and grasped by the hand remind one by their movement at once that the gate moves, to withdraw the hands and thus avoid the risk of injury.

In the drawing Figure 1 is an elevation representing the gate of my improvement in the closed position, or in other words, as opened out and closing a passageway. Fig. 2 is an elevation of said parts compacted or closed together and Fig. 3 is a sectional plan at about the dotted line *x, x*, of Fig. 1.

Generally speaking, gates of this character are well known and may be of the well known lazy-tongs pattern as shown in the drawing, or of upright bars as shown in Letters Patent heretofore granted to me, #673,192, April 30, 1901. In fact in this patent are shown both the upright and the lazy-tongs bars.

Referring to the drawings, *a* represents

the upright fixed or pivoted end of the gate and on which the other parts are movable, or which is adapted to swing with the other parts.

b represents the upright movable or latch end of the gate and *c* a central upright gate bar.

d d' represent the lazy-tongs bars pivoted together at 2, pivoted to the upright bars *a b* and *c* at 3, slidably pivoted to the upright bars *a b* and *c* at 4, and I prefer to provide handles at 5 for moving the gate members from the position Fig. 2 into the position Fig. 1, and vice versa.

The foregoing description covers the well known form of gate.

The special features of my invention relate to the movable bars *e f* pivoted at 6 and 7 to plates *e' f'* that are secured by suitable rivets to the lower ends of the upright members *a b* said bars *e* and *f* being preferably pivoted together at 8. These bars occupy a horizontal position close to the floor line or lower line of the gate. Their adjacent overlapping ends pass through between the center upright bar *c* and an outside guide bar *c'* which extends from the lower part of the gate to a height amply sufficient to receive these bars *e f* in the position shown in Fig. 2.

It will be noticed that I prefer to pivotally connect the bars *e f* to the plates *e' f'* quite near to the bottom edge or floor line and to pivotally connect the said bars to one another by the pivot 8 near their upper edge and in a plane higher than the horizontal plane of the pivots 6 7, so that when an attendant closes the gate from the position Fig. 1 to the position Fig. 2, the bars *e f* will automatically rise from a horizontal position to an upright position without any effort at binding which would be the case if the pivots were more nearly on a line, but as they are not only not on a line but the pivot 8 is appreciably above the plane of the pivots 6 7, a rising movement is immediately effected.

While I have shown the bars *e f* pivotally connected to the lower ends of the upright members *a b*, it is quite apparent that it would not involve invention and would be within the scope of my present invention to connect these bars near the upper end of the gate and provide for their working downward in the opposite direction to the bars shown, which work upward.

From the illustration and the foregoing description, it is quite apparent that a passenger either in an elevator or upon a railroad car, standing near the gate, could not unconsciously get his or her feet beneath the lower ends of the lazy-tongs bars *d d'*, whereupon by the closing of the bars from the position Fig. 1 to the position Fig. 2, the bars would be liable to come in contact with the feet and cause injury; it being a fact that the feet would strike the bars *e f* and would not go farther or nearer the gate bars. It is also quite apparent that if such bars were employed at the upper end of the gate on the inside, that a passenger's hands would come in contact therewith instead of coming in contact with the upper ends of the lazy-tongs bars *d d'* and that the moment an attendant started to move the gate and compact the bars, such bars as *e f* would drop and the passenger would almost unconsciously remove the hands, by such warning, out of the way of danger.

These gates are adapted for use in passenger and freight elevators in buildings to span the opening provided for passengers or goods. They are also employed in railway cars such as those used on the elevated roads and subways to span the passageway by which passengers enter and leave the cars, and they may be used in many other places with equal facility.

I do not herein limit myself to connecting the adjacent ends of the bars *e f* by a pivot, although the same is the preferred form of my invention because other means might be employed co-acting with the movement of the lazy-tongs bars for lifting the bars *e f* from the position Fig. 1 to the position Fig. 2.

I claim as my invention:

1. The combination with the upright and intermediate members of a folding gate, of bars pivoted at their ends to the end upright members of the said gate and in use occupying a horizontal position and means

by which said bars are raised into an upright position as the members of the gate are brought together in a compact relation.

2. The combination with the upright and intermediate members of a folding gate, of plates secured to the end upright members at their lower portions, movable bars pivoted to said plates and extending toward one another with their ends overlapping, a guide for said overlapped ends and means by which said bars are raised from a horizontal position of use to an upright position as the members of the gate are brought together in a compact relation.

3. The combination with the upright and intermediate members of a folding gate, of plates secured to the end upright members at their lower portions, movable bars pivoted to said plates and extending toward one another with their ends overlapping, a guide for said overlapped ends and a pivot for connecting together the overlapping ends of said bars and by which the bars are raised from a horizontal position of use to an upright position as the members of the gate are brought together in a compact relation.

4. The combination with the upright and intermediate members of a folding gate, of plates secured to the end upright members at their lower portions, movable bars pivoted to said plates and extending toward one another with their ends overlapping, a guide for said overlapping ends and a pivot for connecting together the overlapping ends of said bars, said latter pivot being located appreciably above a horizontal plane passing through the pivots of said bars to said plates, for the more perfect performance of the function of raising said bars with the movement of the gate.

Signed by me this 10th day of November 1909.

A. BATAILLE.

Witnesses:

GEO. T. PINCKNEY,
E. ZACHARIASEN.