J. H. TAILLEFER.

LOCK FOR RAILWAY CAR VESTIBULE GATES.

APPLICATION FILED JUNE 28, 1919.

1,358,036. **Patented Nov. 9, 1920.**

2 SHEETS—SHEET 1.

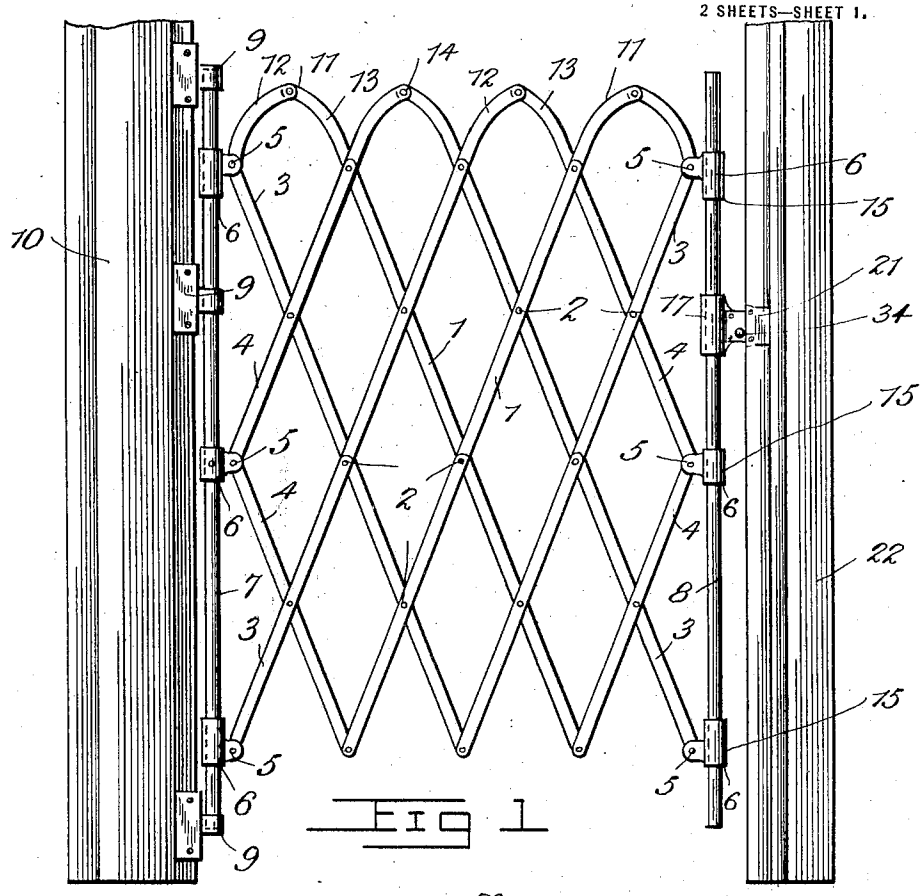


Fig 1

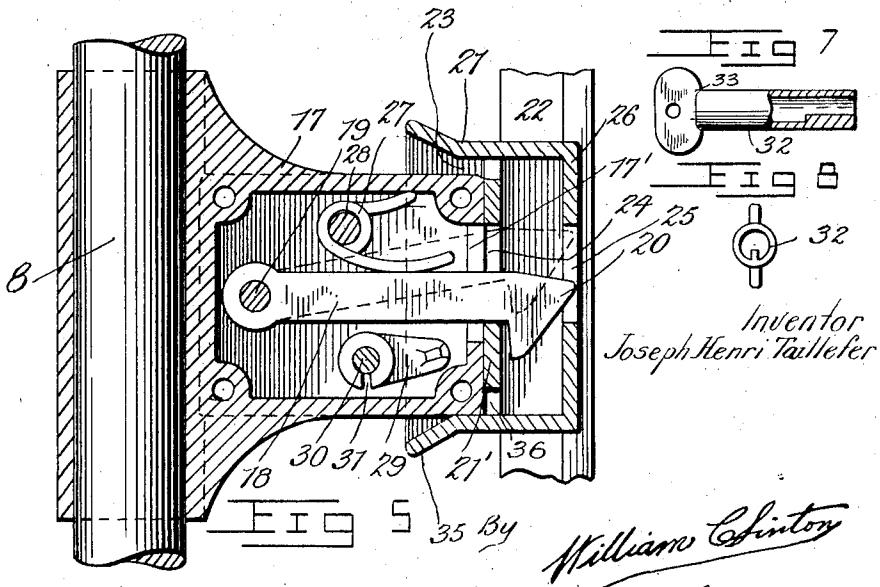


Fig 5

Fig 7

Fig 8

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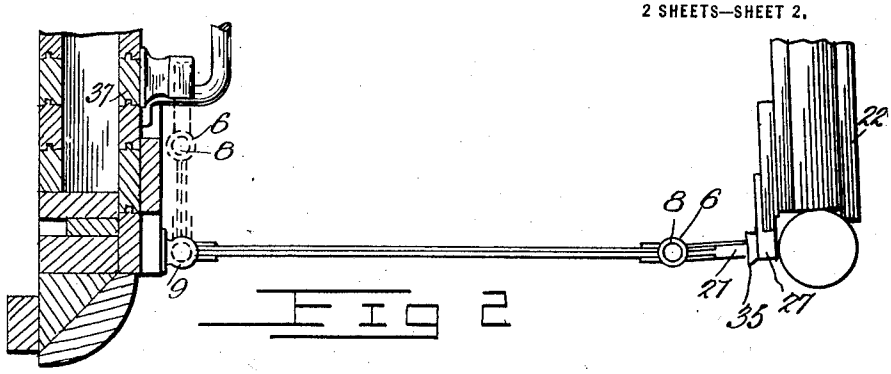


FIG 2

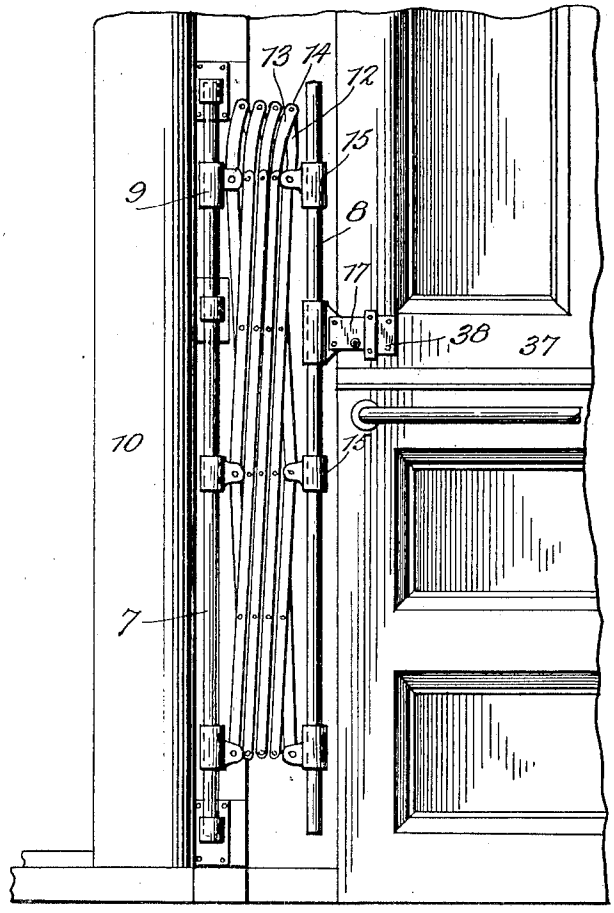


FIG 3

FIG 4

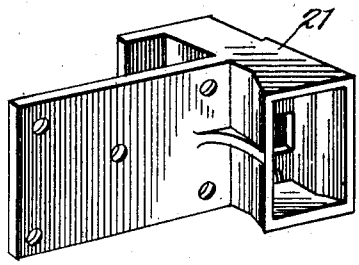
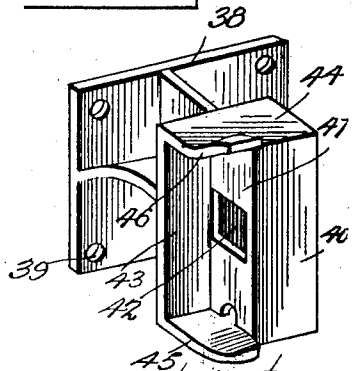


FIG 5



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UNITED STATES PATENT OFFICE.

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LOCK FOR RAILWAY-CAR-VESTIBULE GATES.

1,358,036. Specification of Letters Patent. Patented Nov. 9, 1920.

Application filed June 28, 1919. Serial No. 307,473.

To all whom it may concern:

Be it known that I, JOSEPH HENRI TAILLEFER, a subject of the King of Great Britain, residing at Rigaud, Province of Quebec, Canada, have invented certain new and useful Improvements in Locks for Railway-Car-Vestibule Gates; and I do hereby declare that the following is a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The present invention has relation to locks for railway car vestibule gates and more particularly pertains to the automatically operable devices used in connection with collapsible gates for guarding coach entrance and exit openings, to prevent the passengers from getting off at the wrong side of the car or to serve as a tail gate to prevent the passengers from falling from the platform of the last car.

The principal object of the invention contemplates the provision of means for automatically throwing the lock upon the engagement of a portion of the gate with the door post.

A further object of the invention is to provide for locking the gate when the same is folded up and disposed out of the way in the door opening.

With the above and other objects in view which will hereinafter appear as the description continues, the invention consists of the novel features of construction, combination and formation of parts as will be hereinafter more fully described and particularly pointed out in the appended claim.

In the accompanying drawings has been shown a simple and preferred form of the invention, it being, however, understood that no limitation is necessarily made to the precise structural details herein exhibited, but the right is hereby reserved to any changes, alterations or modifications to which recourse may be had that come within the scope of the claim without departing from the spirit of the invention or sacrificing the efficiency of the same.

In the accompanying drawings:

Figure 1 is a front elevational view of a gate locked in position across the car vestibule looking outwardly of one of the side entrances of the car;

Fig. 2 is a top plan view of Fig. 1, with a portion of the car in section, likewise illustrating the gate in closed position;

Fig. 3 is a fragmental end elevational view of the car within the vestibule looking in the direction of the arrow on Fig. 2;

Fig. 4 is a perspective view of one of the locks;

Fig. 5 is a cross sectional view of same;

Fig. 6 is a perspective view of the other lock;

Fig. 7 is a sectional elevation of a key for operating the locks; and,

Fig. 8 is an end elevational view of same.

Referring now more particularly to the accompanying drawings wherein like and corresponding parts are designated by similar reference characters throughout the several views.

In the standard railway car equipment, the side entrance openings are generally closed by doors, traps or bars, which latter are hingedly connected to the car frame in the vestibules. As it is desirous that a guarded pathway be provided and likewise to prevent the passengers from getting off at the wrong side of the car, gates are provided which are aimed to effectively prevent the aforesaid defects and likewise to act as a barrier to the entrance of the cars when the gates are closed and the vestibule traps and doors are left open, or if the cars are not of modern construction. The ordinary gate or bars may be readily opened and the passengers can get out on the wrong side of the trains, thus endangering their lives. Likewise these gates serve to block the opening leading from the vestibule of the tail or last car of a train, so that persons are prevented from falling therefrom.

The gate to which the improved locks are attached and illustrated in Fig. 1 of the drawings, comprises a plurality of lattice bars 1, which are pivotally connected together by the pins, 2. Certain of the bars 3 and 4 on the outer part of the gate are connected by pins 5 to collars 6, slidably mounted on the inner rods 7 and the outer rods 8. The rods 7 are pivotally mounted in the standards 9 secured to the inner door frame posts 10 at each side of the car entrance leading into the car from the vestibule.

The upper ends of the lattice bars 1, 3 and 4 are connected together by the spanner members 11 comprising sections 12 and 13 hingedly connected by the pins 14. The outer portions of the lattice bars 1, 3 and 4, are connected by collars 15 to the rod 8 and likewise this rod 8 carries an outwardly

projecting lock casing 17. This lock casing 17 is formed with a hollow interior and an opening 17′ in its outer end. A latch member 18 is pivotally mounted on a pin 19, within the hollow portion of casing 17 and is formed with a hooked shaped head 20 having an upwardly and forwardly inclined or beveled portion 40, terminating in a nose 41, which head 20 projects through the end opening 17′, the nose being relieved from engagement with the rear wall through the medium of the opening 25 formed therein.

A casing 21 is carried by the vestibule post 22 and when the gate is opened by pulling outwardly on rod 8, the outer end of the lock casing 17 will fit within the recess 23 of the casing 21. This casing 21 is provided with an abutment plate 21′ having a central opening 24, and an opening 25 in the rear wall 26 adapted for the reception of the hooked head 20 of the latch member 19. The latch member 19 is normally held in locking position illustrated in Fig. 2, by a retractile spring 27, which latter is mounted on a stem 28, and when the lock casing 17 is positioned within the other casing 21, the hooked head 20 of the latch member 19, will be automatically tripped, by engagement with a portion of the wall 21′ of the casing 21 and will thus enter openings 24 and 25 and hold the casings 17 and 21 together.

A dog member 29 is pivotally mounted within the casing 17 on the pin stem 30 and is provided with a slot 31, adapted to receive shank 32 of the key 33. The dog 29 is adapted for actuation by the key 33 and will, when the latter is turned in the escutcheon 34, elevate the latch member 19 out of engagement with the wall 21′ of the casing 21, to unlock the gate. Likewise the latch casing 21 is formed with an outwardly flared portion 35 and drain openings 36 to allow for the passage of water through the same, due to inclement weather.

As has been heretofore stated, these gates are adapted to be extended across the car entrance openings leading from the steps to the vestibule and when the same are not in use they may be folded inwardly and rods 7 are turned on their pivotal mounting in the standards 9, to dispose the said gates flush with the wall 37 of the vestibule. Catch members 38 are secured by screws passing through opening 39 therein, to the wall 37 of the vestibule, and said members are formed with outer casings 40. The walls 41 of said casings are provided with an opening 42 communicating with the interior thereof and the rear, top and base walls 43, 44 and 45 extend outwardly from the casings and provide a seat for the outer ends of the lock casings 17. The top and base walls 44 and 45 at their outer ends are cut away at 46 and when the gates are folded or collapsed the lock casing 17 is pushed inwardly into engagement with the walls 44 and 45 of the catch members 38, so that the same is disposed within the seat formed by the extension walls 43, 44 and 45 and the latch members 18, will enter opening 42 and the hook shaped head 20, will engage a portion of the wall 41 of the casings 40, and thus the gates are locked in folded position and out of the path of the passengers.

It will be noted that the nose 20 of the latch 19 projects into the slot 24 formed in the end wall of the casing 21. This holds the latch 19 rigidly against any undesired lateral movement and prevents a person from disengaging the latch or breaking the same by shaking the gate to which the same is applied.

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

A device such as described, in combination with a sliding gate and a stationary support, a hollow casing having a partition therein and an end wall, said partition and end wall being provided with alining slots, a second casing carried by the sliding gate or the like and designed for extension within the other of such casings, a latch pivoted within the second mentioned casing and projecting beyond the end thereof, means for yieldingly forcing the latch downwardly, means for raising said latch, a shoulder provided upon said latch for engagement with the edge of the slot in the partition of the first mentioned casing when the latch is in locking position, and the nose of said latch being extended into the slot in the end wall of the first mentioned casing, substantially as and for the purposes set forth.

In witness whereof I have hereunto set my hand.

JOSEPH HENRI TAILLEFER.