

(No Model.)

2 Sheets—Sheet 1.

H. TESSEYMAN.

GATE ATTACHMENT FOR RAILWAY CARS.

No. 514,519.

Patented Feb. 13, 1894.

Fig 1.

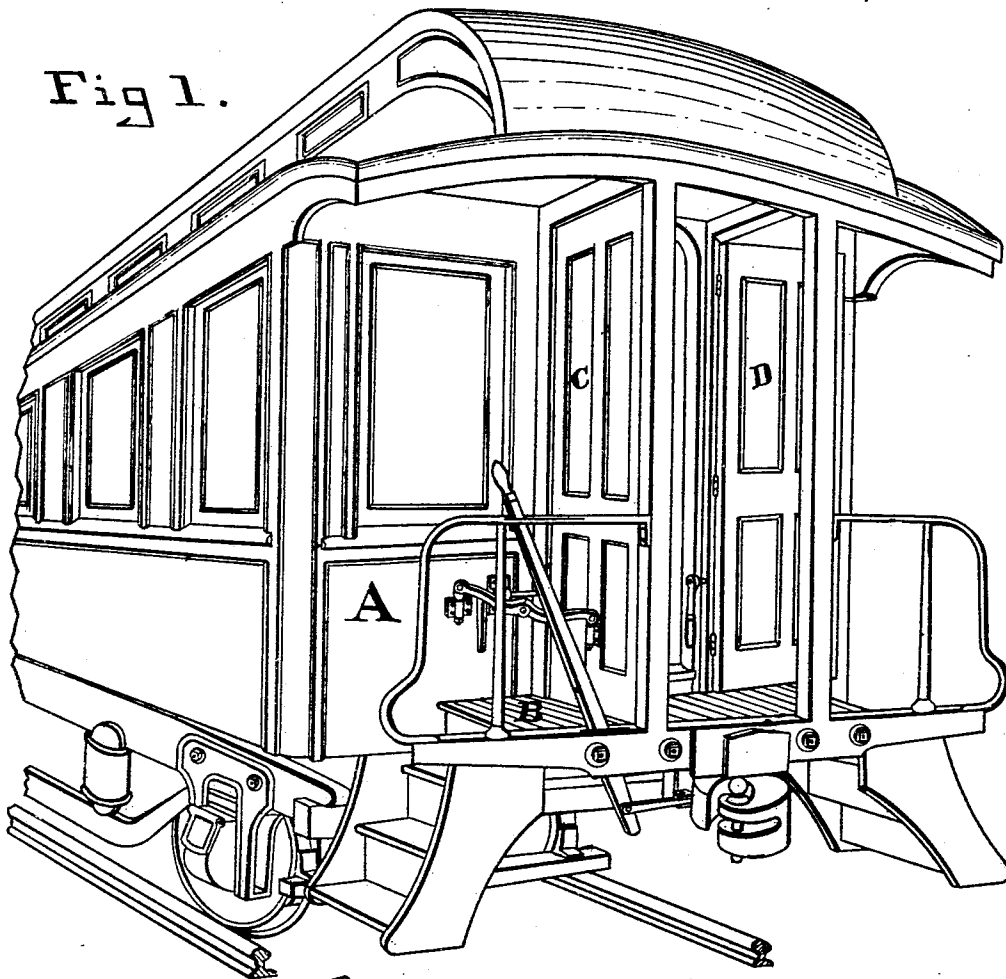
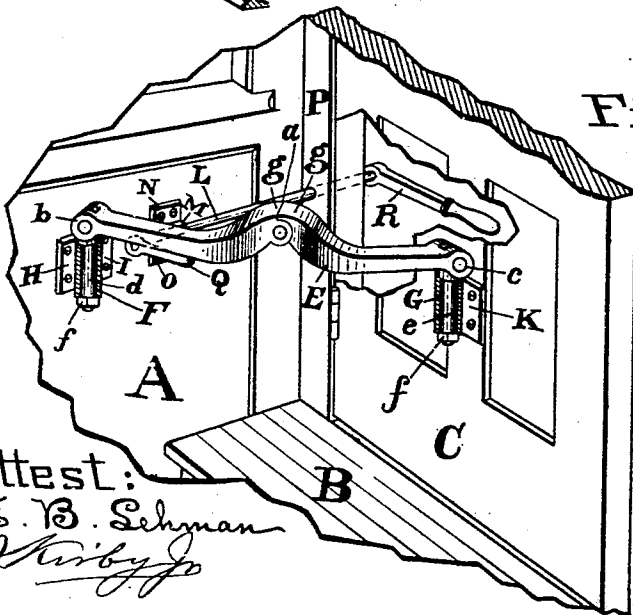


Fig 2.



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Fig 3.

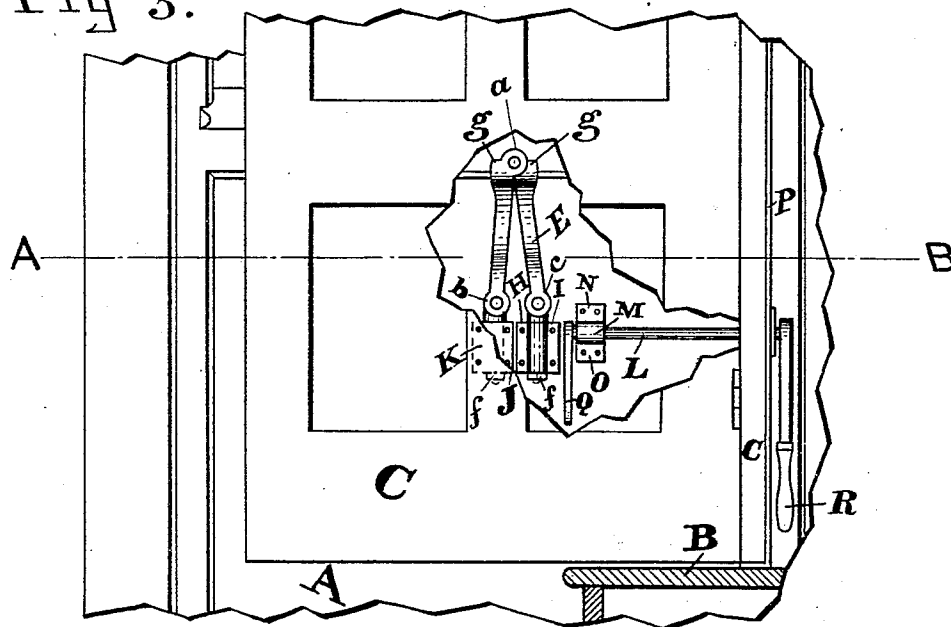
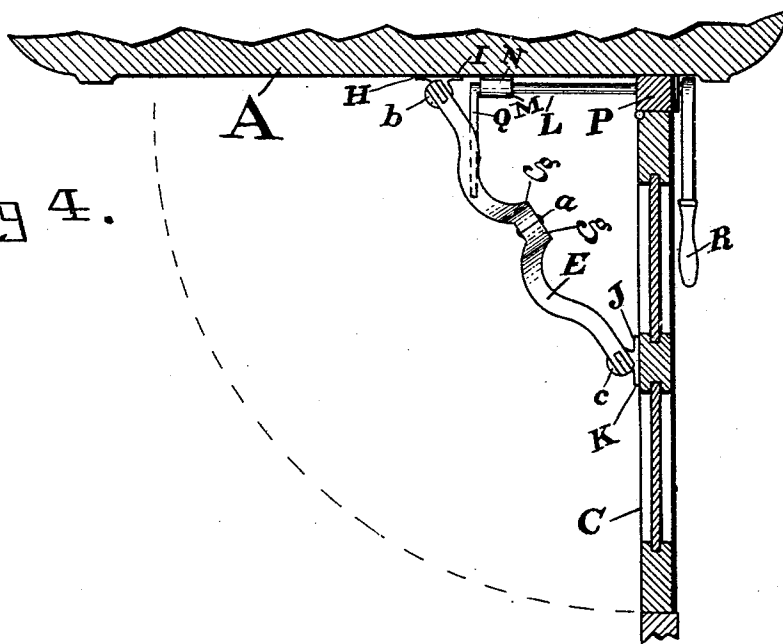


Fig 4.



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UNITED STATES PATENT OFFICE.

HENRY TESSEYMAN, OF DAYTON, OHIO, ASSIGNOR TO THE BARNEY & SMITH CAR COMPANY, OF SAME PLACE.

GATE ATTACHMENT FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 514,519, dated February 13, 1894.

Application filed September 21, 1893. Serial No. 486,342. (No model.)

To all whom it may concern:

Be it known that I, HENRY TESSEYMAN, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Gate Attachments, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to an improvement in gate attachments which is more particularly adapted to railroad car platform gates and doors.

Its object is to provide a simple and efficient means for holding the gate or door securely closed, which can be easily and quickly operated in opening the same, and which shall be durable in use and comparatively inexpensive of production.

With these objects in view the invention consists broadly of a jointed arm one end of which is pivotally mounted to the car body and the other end to the gate or door.

The invention further consists in the various novel details of construction, hereinafter fully described in the specification, illustrated in the drawings and more particularly pointed out in the claims.

In the accompanying drawings, in which like letters of reference indicate corresponding parts, I have shown my improvement applied to doors forming the vestibule end of an ordinary railroad car, but it is to be understood that the invention is also applicable to the various kinds of open work gates employed to inclose the platforms and form passage-ways between cars, and the same may be carried into effect in other ways without in the least departing from the spirit thereof, and in these drawings—

Figure 1 is a perspective view of one end of a railroad car having vestibule doors one of which is shown open and the other closed, the latter having my improved attachment applied thereto. Fig. 2 represents a portion of Fig. 1 enlarged and broken away to more clearly show the details of construction. Fig. 3 is a broken end view taken on a line through the center of the platform showing the position of the attachment when the door is open,

and Fig. 4 is a plan view taken on the line A. B. of Fig. 3 representing the door as closed.

A represents one end of an ordinary passenger car, B. the platform and C. D. doors forming a vestibule or passage way between cars.

E is an arm in two sections jointed at *a*, and hinged at *b*, *c*, to pivots *d*, *e*, which pivots are adapted to rotate in sockets F. G., secured to the body of the car by means of flanges H, I, and to the door by similar flanges J, K, the said pivots being retained in the sockets by nuts *f*. When the door is open the position of arm E will be as shown in Fig. 3 and in the act of closing pivots *d*, *e*, will rotate in sockets F, G. so that when the door is fully closed arm E. will assume the position more clearly shown in Fig. 2, the joint *a* being restrained from a further downward movement by means of shoulders *g*, *g*, thus the door is held secure in a closed position until released by raising said arm at the joint *a*, which operation in the present instance is accomplished by means of a rod L. mounted in a bearing M. having flanges N. O. by which it is attached to the car body, this rod extends through the door post P. into the vestibule or passage way, and is provided at one end with an arm Q adapted to engage the under side of arm E. and at the opposite end of said rod a handle R. is attached whose normal position is shown in Figs. 1 and 3, and which when raised to the position shown in Figs. 2 and 4, will by a further upward movement raise arm E. and thus open the door. It is obvious however that rod L. and its accessories may be dispensed with when the gate or door is of such construction as to permit the arm E. to be readily reached from the passage way, in which case it can be raised by the hand without the aid of auxiliary means.

Having thus fully described my invention, I claim—

1. A gate attachment consisting of a jointed arm, the ends of which are hinged and pivotally mounted, one to a car body or other support, and the other to a gate or door substantially as described.

2. A gate attachment consisting of a jointed arm having shoulders which control its move-

ment, and whose ends are hinged and pivot-
ally mounted, one to a car body or other sup-
port and the other to a gate or door forming
a passage-way or vestibule, whereby said arm
5 while permitting the ready opening and clos-
ing of said gate or door will retain same in a
closed position substantially as described.

3. A gate attachment consisting of a jointed
arm, the ends of which are hinged and pivot-
10 ally mounted, one to a car body or other sup-

port, and the other to a gate or door, in com-
bination with auxiliary means for operating
the same from within the passage-way or ves-
tibule formed by said gate or door substan-
tially as described.

HENRY TESSEYMAN.

Witnesses:

C. U. RAYMOND,
CHAS. V. HUNSAKER.