S. Liggett. Sheet 1, 2 Sheets.

Railroad Gate.

No. 23,256. Patented Mar. 15, 1859.

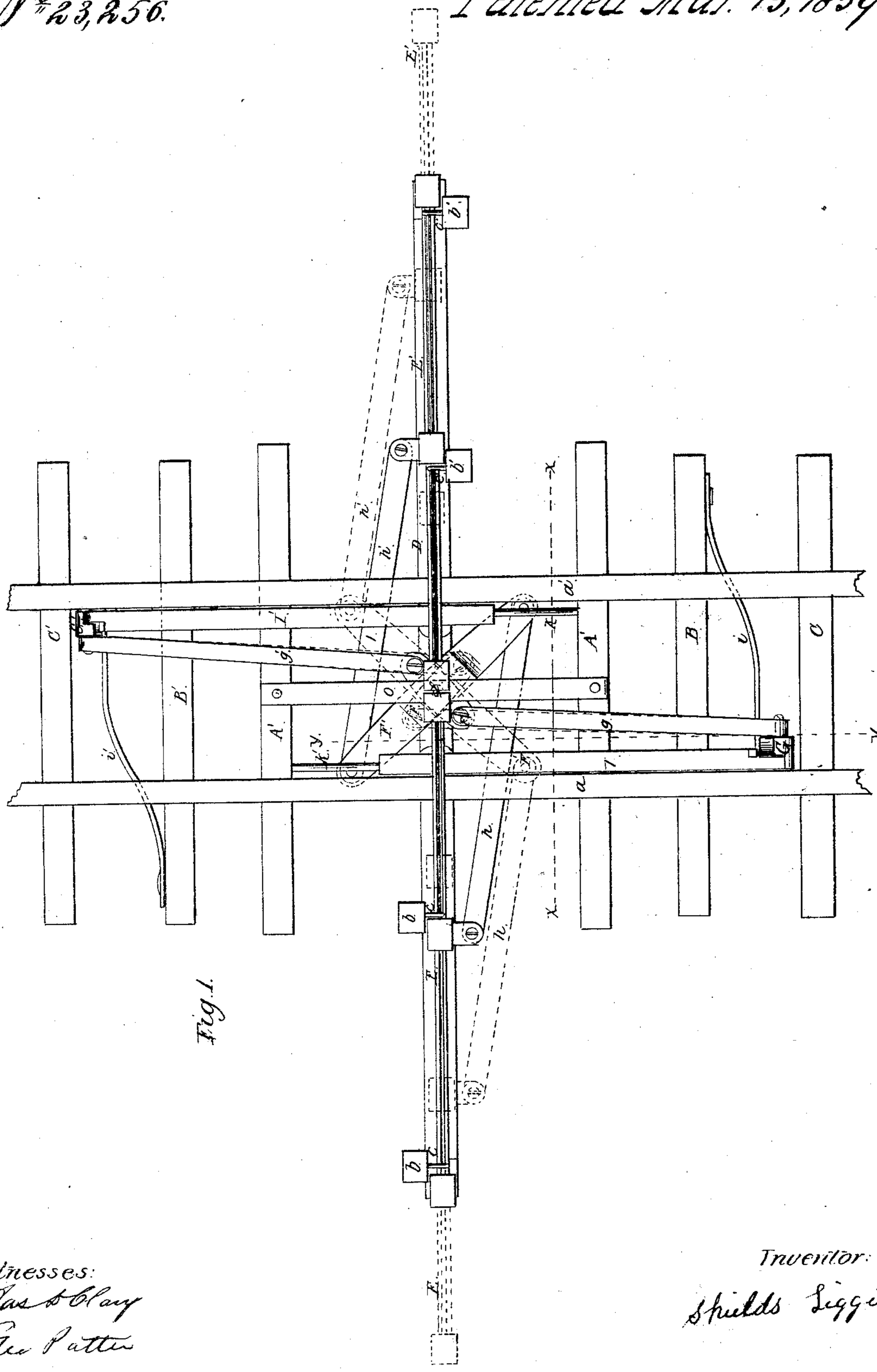

Fig. 1.

Witnesses:
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Ew Patten

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THE GRAPHIC CO. PHOTO-LITH. 39 & 41 PARK PLACE, N.Y.

Sheet 2, 2 Sheets.

S. Liggett.

Railroad Gate.

No. 23,256. Patented Mar. 15, 1859.

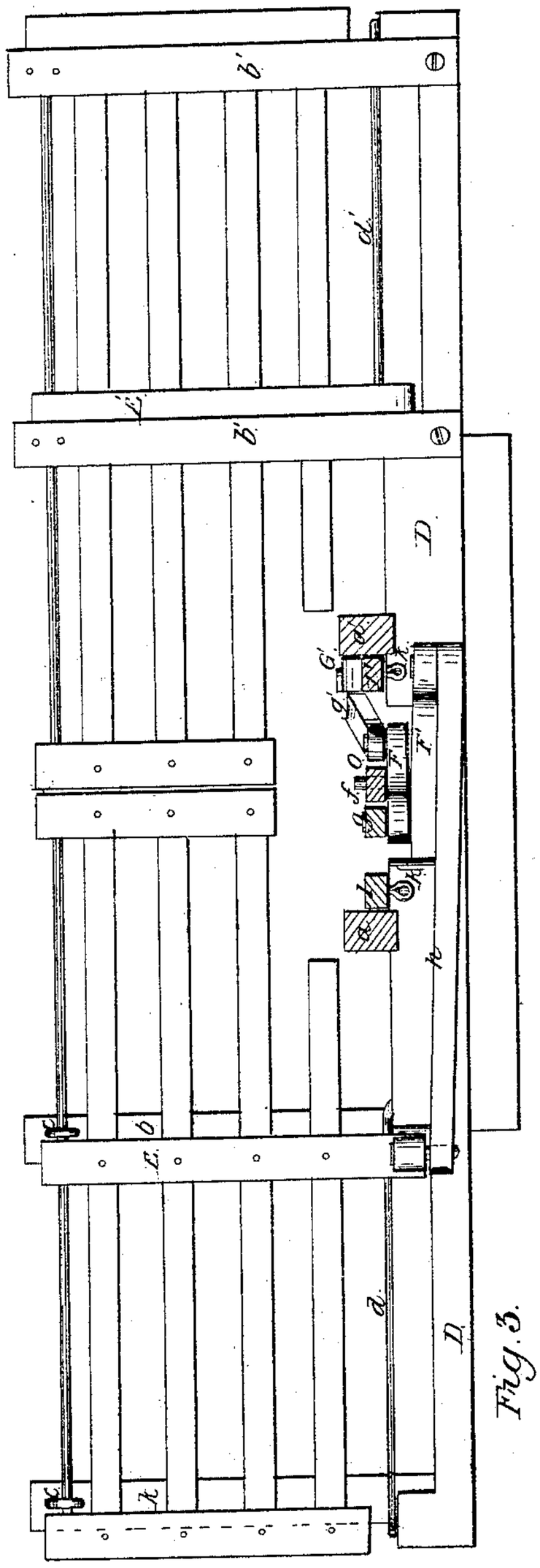

Fig. 2.

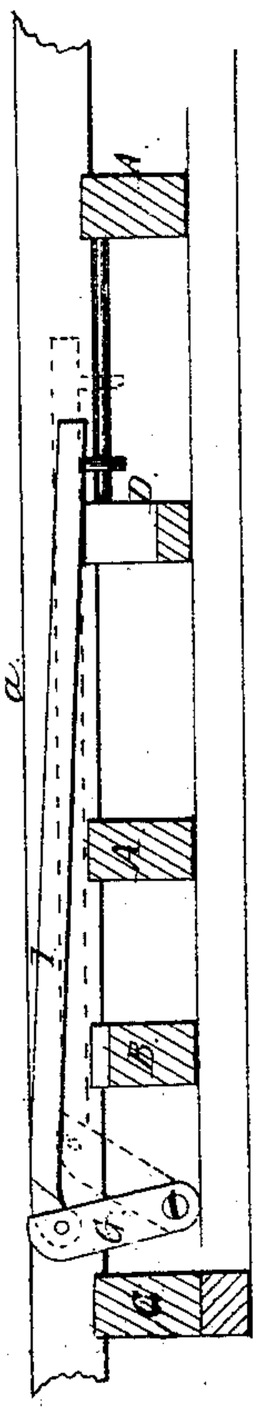

Fig. 3.

Witnesses:
Jas. A. Clary
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Inventor:
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UNITED STATES PATENT OFFICE.

SHIELDS LIGGETT, OF STAUNTON, VIRGINIA.

RAILROAD-GATE.

Specification of Letters Patent No. 23,256, dated March 15, 1859.

To all whom it may concern:

Be it known that I, SHIELDS LIGGETT, of Staunton, in the county of Augusta and State of Virginia, have invented a new and useful Improvement in Railroad-Gates; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawing, forming part of this specification, in the several figures of which similar characters of reference denote the same part.

Figure 1 is a plan view of my invention. Fig. 2 is a section on line *x x*. Fig. 3 is a section on line *y y*, showing movement of lever G and sliding bar I.

The nature of my invention consists in a combination of devices for the automatic opening and closing of railroad gates, as hereinafter to be described.

To enable others skilled in the art to make and use my invention I will proceed to describe its construction and operation, as follows.

In the drawing A A′, B B′ and C C′, represent cross ties, and D a sill, which support the rails *a a′*, secured to the sill D which extends out equi-distant from the track and the uprights, *b b′*. Said uprights are provided with guides *c c′*, the sill D having also secured to it guides *d d*.

E E′ are sliding sections which form the gate and are movable upon the guides *c c′* and *d d′*.

F F′, are levers secured on shaft *f*, said shaft having its movement in sill D and cross piece O.

G G′ are levers situated equi-distant from the gate and are connected with the lever F by rods *g*, *g′*, said levers when not acted upon having the position as shown in Fig. 3, by reason of springs *i i′*.

h h′ are rods forming connections between the arms of lever F′ and the sliding sections E, E′.

I, I′, are sliding bars, connected with the levers G G′, and moving upon guides *k k′*, and are inclined as shown at Fig. 3, but when acted upon receive a horizontal position, and retain the gate in the desired position, during the passage of the cars as hereinafter described.

Upon the forepart of the car are secured pendant studs, which striking against the levers G effect the opening of the gate as will be set forth.

The operation is as follows—A stud upon the car coming in contact with the upper edge of lever G forces the levers G G′ with the bars I I′ into the position shown by red lines Fig. 3, and by reason of connections instantaneously force the gate open; the several parts assuming the position shown by red lines in the drawing. And said stud pressing upon the bar I during the transit of the car, holds the bars in said position, a similar stud upon the opposite side of the car acting upon the bar I′ previous to removal of pressure from bar I. A stud upon a succeeding car acting upon the lever G and bar I, previous to the passage of the first car, the gate being held open in this manner throughout the passage of the train. When the pressure being removed the several parts through the action of springs *i*, *i′*, assume their proper position, and thereby close the gate.

I do not claim the movement produced by the action of cars upon projecting levers as such movement has been heretofore produced, but

What I do claim and desire to secure by Letters Patent, is—

The opposite sliding sectional gate in combination with the levers F F′ rods *g g′* and *h h′*, levers G G′, sliding bars I I′ and springs *i i′* arranged and operating as set forth.

In testimony whereof I have hereunto signed my name before two subscribing witnesses.

SHIELDS LIGGETT.

Witnesses:

GEO. PATTEN,

JOHN S. HOLLINGSHEAD.