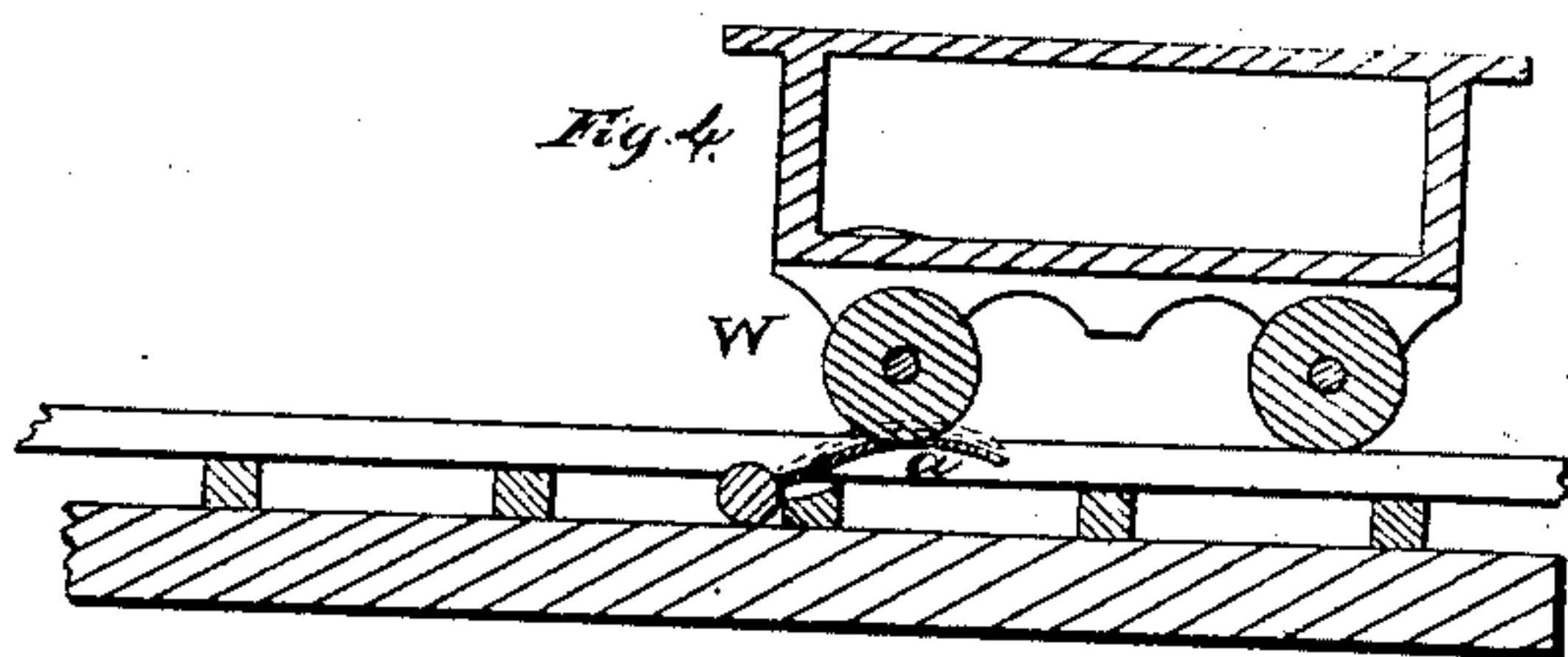
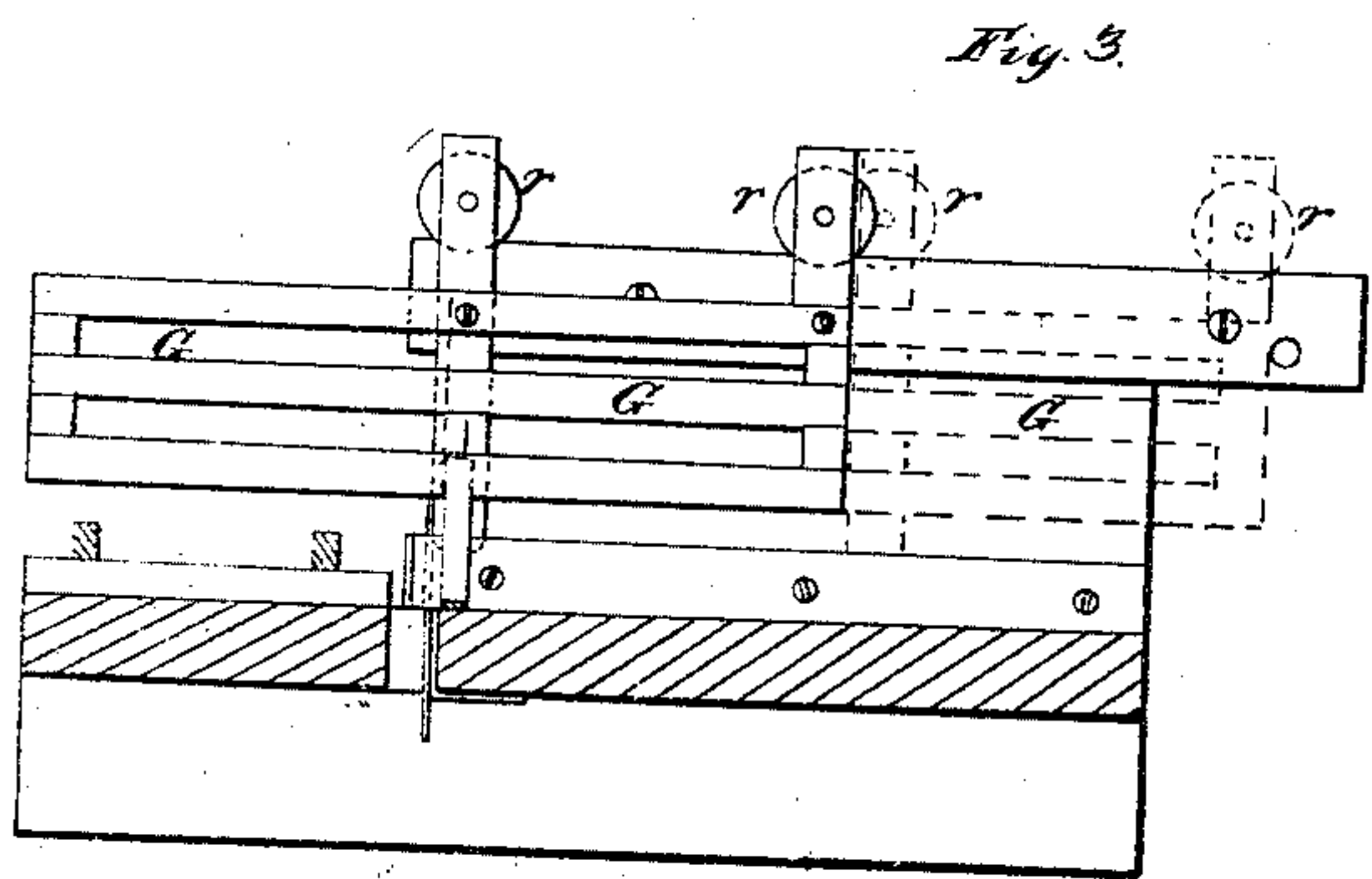
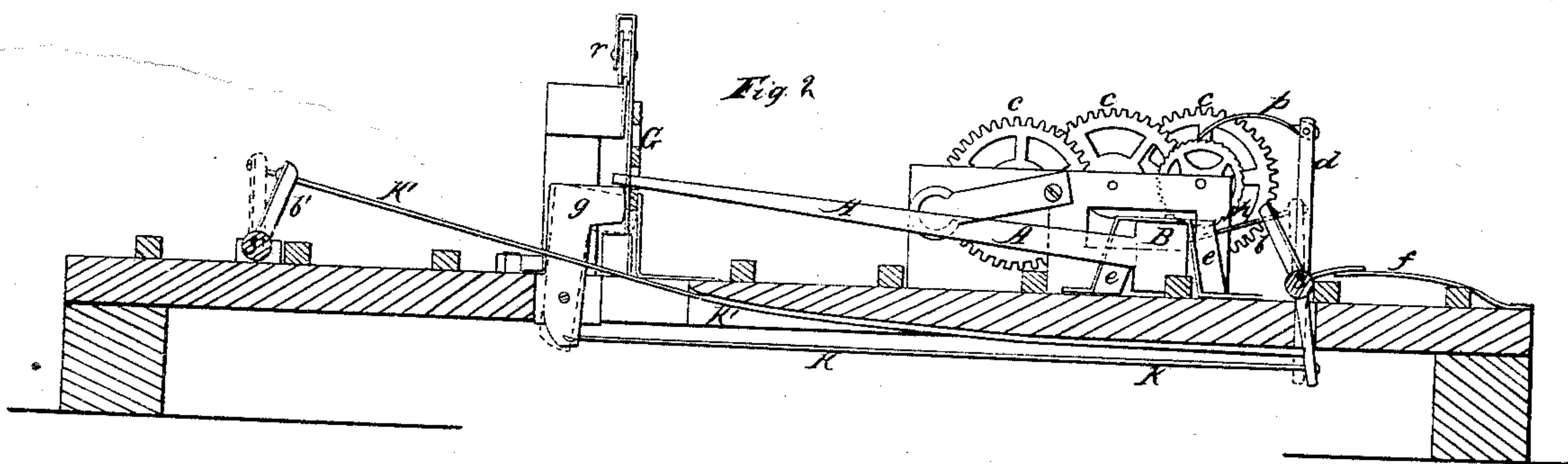
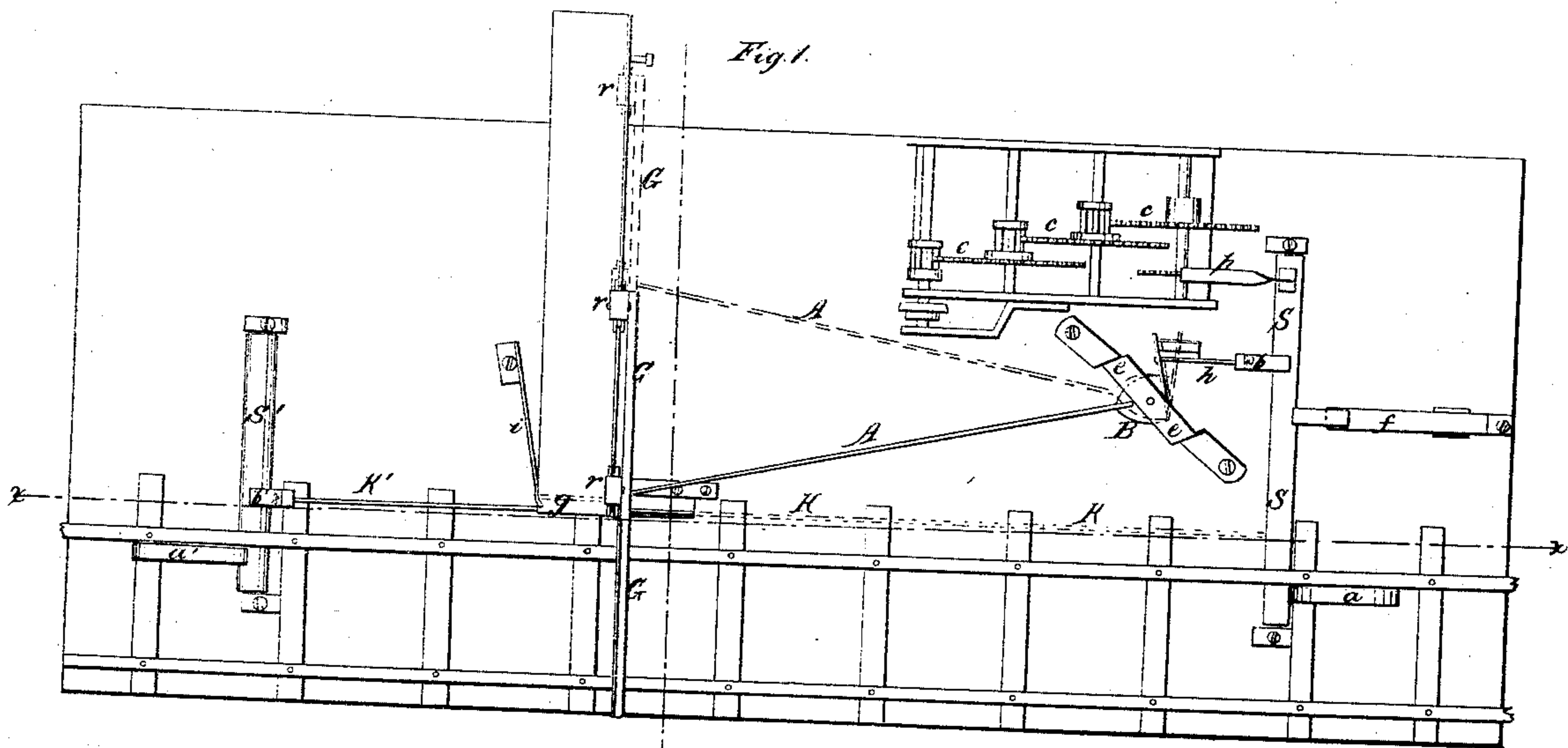


I. Robbins.

Railroad Gate.

N^o 24,887.

Patented Jul. 26, 1859.



Witnesses.

*Geo. Patten
Jas. H. Lang.*

Inventor.

Ira Robbins

UNITED STATES PATENT OFFICE.

IRA ROBBINS, OF HUGHESVILLE, PENNSYLVANIA.

GATE FOR RAILROADS.

Specification of Letters Patent No. 24,887, dated July 26, 1859.

To all whom it may concern:

Be it known that I, IRA ROBBINS, of Hughesville, in the county of Lycoming and State of Pennsylvania, have invented a new and useful Improvement in Gates for Railroads, &c.; 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 top view of my gate showing the mechanism of its operation, Fig. 2 is a vertical section on line *x x*. Fig. 3 is a vertical section showing the movement of the gate. Fig. 4 is a view showing the action of the carwheel on the arm of the shaft.

The nature of my invention consists in a certain combination of devices, by which a sliding gate *G*, connected by lever *A* with a horizontal shaft *s*, having an arm *a*, is moved back by the passing of the carwheel over said arm *a*, and held by a spring detent, until the train having passed, it is closed by the action of a spring *f* on the shaft *s* substantially as hereinafter set forth.

In the drawing *G* is the gate hung on rollers *r r*, and having a lever *A* which is fastened to an upright shaft *B*, kept in its place by the cross piece *e*, and the other arm of shaft *B* is connected by the small rod *h* with arm *b* of the horizontal shaft *s* which has another arm *a* over which the carwheel *w* passes and still another arm *d* to which is fastened the pawl *p* which regulates the motion of the wheels *c c c* in preventing the sudden closing of the gate.

g is a detent acted upon by a spring *i* and connected by a rod *k* with the shaft *s* and which holds the gate open till the car has

passed. The spring *f* restores the shaft *s* to its proper position after the passage of the train, and aids in closing the gate, as will be shown by the description of its operation which is as follows.

The carwheel *w* passing over the arm *a* of the shaft *s* as shown at Fig. 4, presses it down and turns the shaft, which being connected with the lever *A* by means of the rod connection at shaft *B* throws the gate back when it is caught and held by the spring detent *g*, which is connected to the shaft *s* by rod *k*. After the passage of the train, the spring *f* restores the shaft *s* to its proper position, and drawing away the detent *g*, by its rod connection *k* with the shaft, the gate *G* gradually closes, the pawl *p* attached to the arm *d* of shaft *s* acting on the cogwheels *c c c* causes the gate to move slowly shut.

On the other side of the gate is another horizontal shaft *s'* with an arm *a'*, and one *b'* which is connected by rod *k'* with the shaft *s* and being acted upon by the carwheel produces the same results as above described.

Having thus described my invention and its mode of operation I claim—

The shafts *s s'* having arms *a b* as described, in combination with the shaft *B*, lever *A*, train of wheels *c c c*, spring detent *g*, spring *f*, and the several rods connecting the aforesaid parts, substantially as set forth for operating the sliding gate *G*.

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

IRA ROBBINS.

Witnesses:

GEO. PATTEN,

JOHN S. HOLLINGSHEAD.