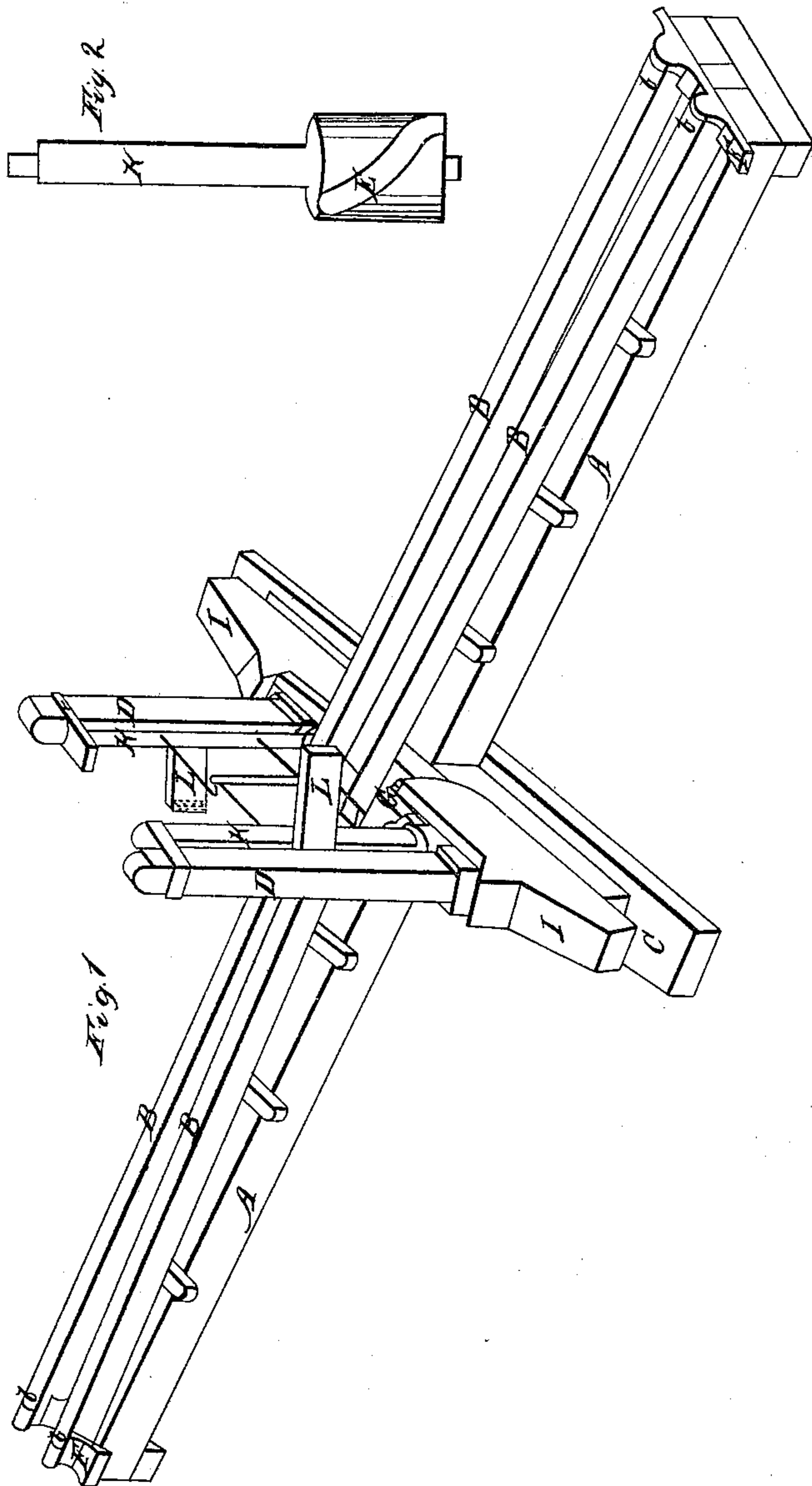


L. Butler.

Railroad Gate.

N^o 29,214.

Patented Jul. 17, 1860.



Witnesses.
Wm. Tuttle
Charles B. Jones

Inventor.
Lester Butler

UNITED STATES PATENT OFFICE.

LESTER BUTLER, OF KENOSHA, WISCONSIN, ASSIGNOR TO HIMSELF AND C. B. FORD, OF
SAME PLACE.

RAILROAD-GATE.

Specification of Letters Patent No. 29,214, dated July 17, 1860.

To all whom it may concern:

Be it known that I, LESTER BUTLER, of the city and county of Kenosha and State of Wisconsin, have invented a new and useful
5 Improvement in the Construction of Railroad-Gates; and I do hereby declare that the following is a full and exact description of the same, reference being had to the annexed drawings, forming a part of this
10 specification in which—

Figure 1, is a general view of the gate when closed, and Fig. 2, a view of one of the posts forming part of the gate, showing the form by which the opening and closing
15 of the gate is produced.

In Fig. 1, A A represents the bed timbers placed under and parallel with the track B, B. The sill C is placed at right angles, and fastened by lock or otherwise to the bed
20 timbers A, A.

D, D, are posts at each end of the sill C, to which the gate posts K K are hung or secured, the gate posts having a spiral groove or flange E as shown in Fig. 2. The ties
25 F F on which the ends of the rails connect, are secured by the ordinary railroad chair. In the center crosspiece G I have a tongue corresponding in size to the groove in the gate posts K, K. I also have suitable guides
30 fastened to the crosspieces made of plank or iron to enable the rails at their rise and fall to move even without crowding to either side.

I I are levers which are fitted to the posts D D, that hold the grooved posts K K, in
35 their place, and are constructed in such a manner, as to balance the weight of the rails, in order to close the gate after the cars have passed through.

By this arrangement it will be seen that
40 the moment the first wheels of the locomotive come onto the track at B B, the gate will immediately open and so remain until the last car wheel has left the extreme end and vice versa. Owing to the velocity of
45 the train going through the posts D D, which sustain the grooved posts K K, in their position, are provided with arms L L, on which rubber or gutta percha buffers are placed to counteract the force of the gate
50 flying open.

The frame work of the gate proper, I have made of iron, light and still strong, interwoven with heavy wire in any form that
55 may be desired.

What I claim and wish to secure by Letters Patent is—

The application of the spiral groove, attached to either the posts of the gate, or to the cross piece G, in combination with the
60 construction of the rails as before described, as and for the purpose above described.

LESTER BUTLER.

In the presence of—

HIRAM TUTTLE,
CHARLES B. FORD.