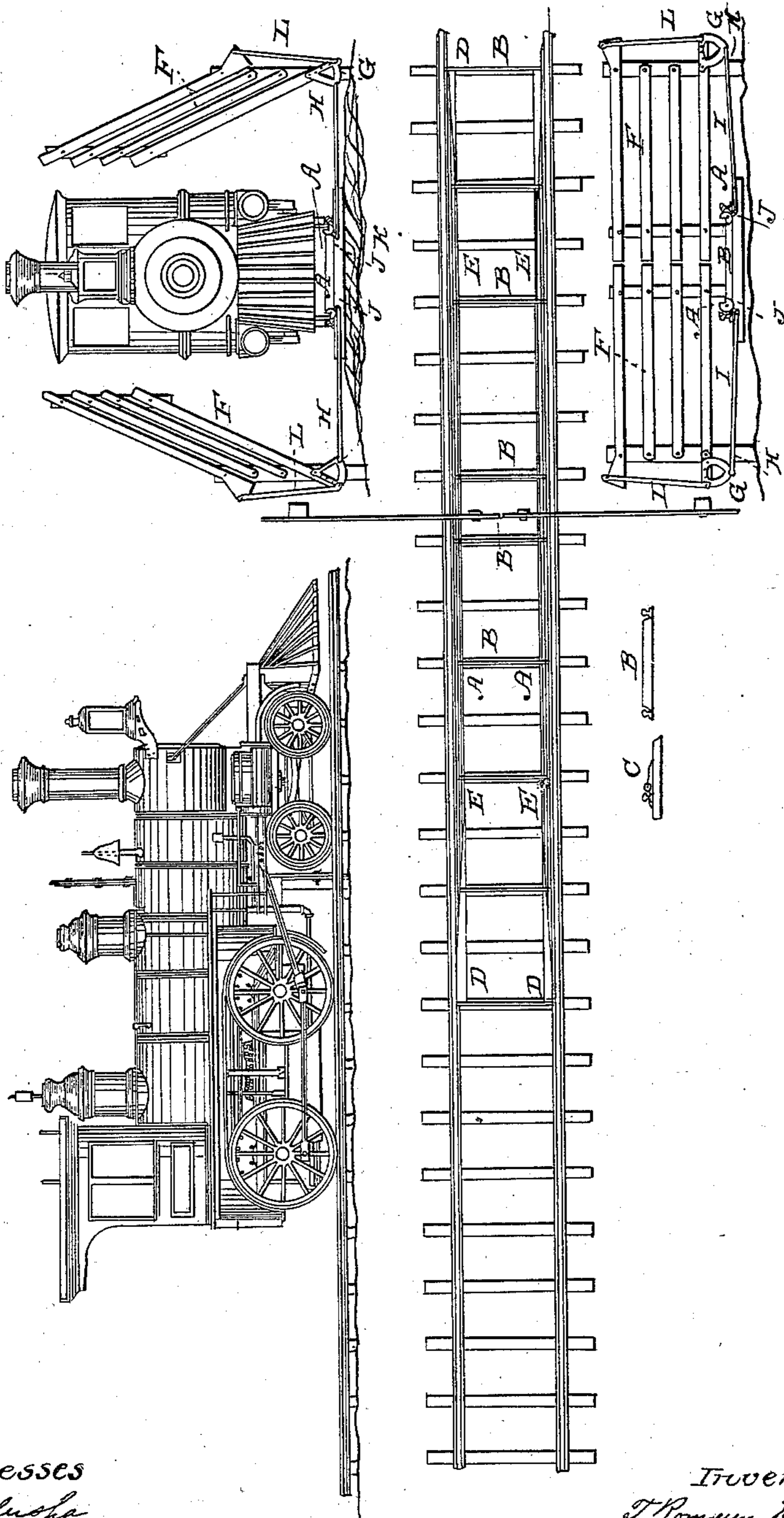


T. R. & W. W. HUNTINGTON.

Railroad Gate.

No. 80,547.

Patented Aug. 4, 1868.



Witnesses
E. P. Plush
Samuel R. Thayer

Inventor
T. R. & W. W. Huntington
William W. Huntington

United States Patent Office.

T. ROMEYN HUNTINGTON AND WILLIAM W. HUNTINGTON, OF MINNEAPOLIS, MINNESOTA.

Letters Patent No. 80,547, dated August 4, 1868.

IMPROVEMENT IN RAILROAD-GATES.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that we, T. ROMEYN HUNTINGTON and WILLIAM W. HUNTINGTON, of Minneapolis, in the county of Hennepin, and State of Minnesota, have invented a new and useful Machine for the Automatic Opening and Closing of Railroad-Gates; and we do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and letters of reference marked thereon, making a part of this specification.

To enable others to make and use our invention, we will describe its construction and operation.

A A are revolving iron levers, placed alongside the rails, the bearings of which may rest either upon the castings B B B, or the chairs now in use for fastening the rails may be constructed with boxes which shall receive the bearings, as represented by C.

The lever A is constructed with a sunken shoulder or groove, or with a flange, which winds gradually from a point contiguous to the rail at D, to the upper side of the lever at E, and runs thence in a right line far enough to span the distance between any two consecutive trucks of the same train, as E E, thence gradually winding till it again touches the rail at D.

F is a lifting-gate, upon which is attached the quarter-crank G, to which the connecting-rod L is so adjusted that the gate is raised, by force horizontally applied at H.

I is a stout metallic rod or chain, connecting the crank, G, with the under side of the lever A, by means of short arm J.

When the train approaches the gates, the wheel-flanges strike gradually upon the winding shoulders or flanges of the levers, causing them to revolve till the wheels have reached the point E. This motion of the levers supplies the power, which, being communicated by the rod I to the crank G, lifts the gates, and holds them as in view K until the train has passed, when the gates will fall by their own weight, simultaneously readjusting the levers.

If found necessary, the action of the gates can be regulated by weights or springs.

What we claim as our invention, and desire to secure by Letters Patent, is—

1. The revolving lever A, having, from end to end, a shoulder or groove, partly spiral and partly rectilinear, and so constructed that, when fastened upon the track alongside the rail, such shoulder or groove will receive the flange of the wheel, causing the lever to revolve, all substantially in the manner described.

2. The combination of the rod and crank I G with the revolving lever A, by means of short arm J, so constructed and arranged that the train, passing over A, shall communicate a lifting force to rod L, all substantially as described.

T. ROMEYN HUNTINGTON,
WILLIAM W. HUNTINGTON.

Witnesses:

E. B. GALUSHA,
SAMUEL R. THAYER.