

D. S. Weise,

Railroad Gate,

No. 81,444,

Patented Aug. 25, 1868.

Fig. 1.

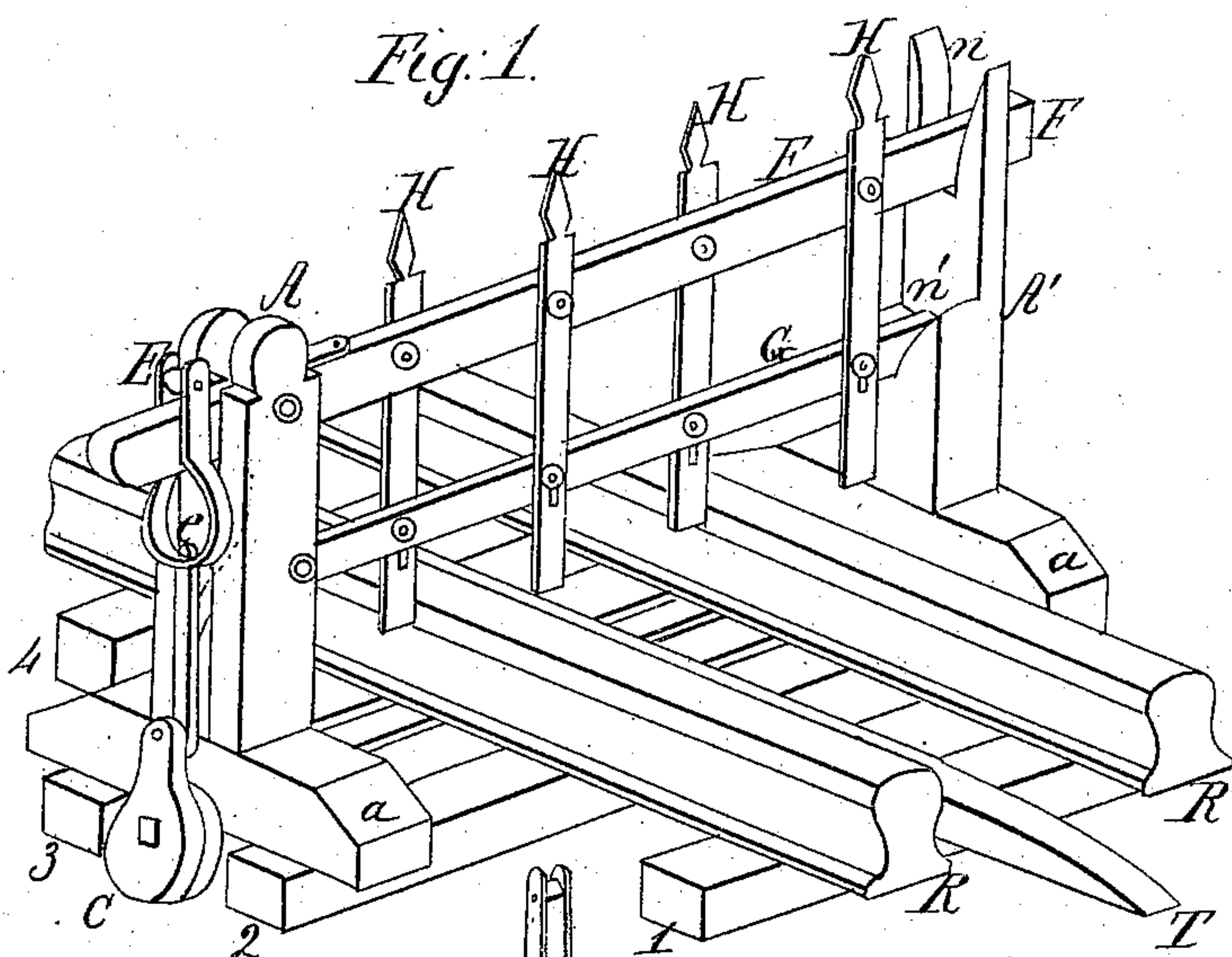


Fig. 2.

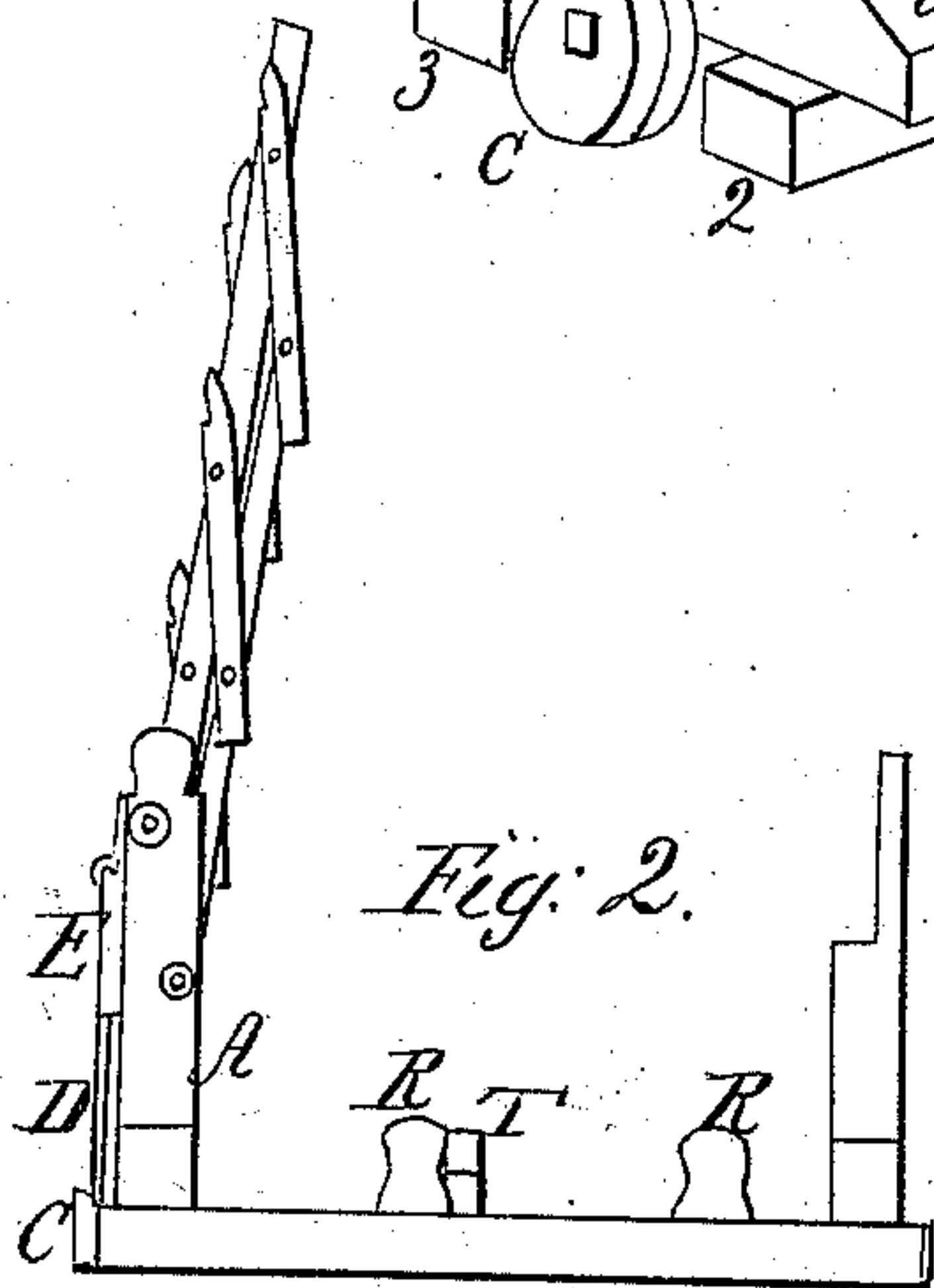
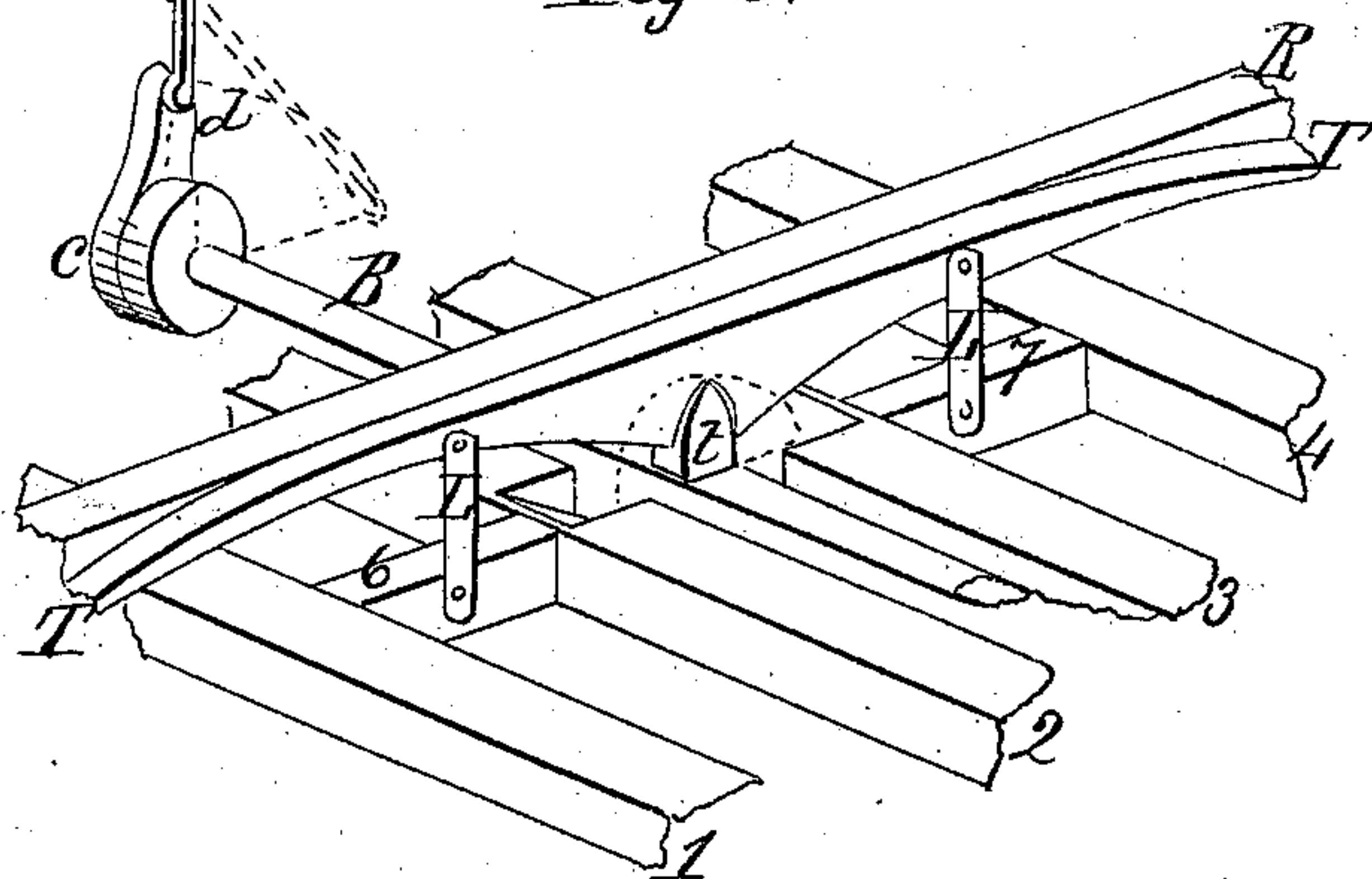


Fig. 3.



Witnesses;

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Inventor,

David S. Weise

UNITED STATES PATENT OFFICE.

DAVID S. WEISE, OF BRECKNOCK TOWNSHIP, LANCASTER COUNTY,
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GOSHERT, OF DURLOCH, PENNSYLVANIA.

IMPROVED RAILROAD-GATE.

Specification forming part of Letters Patent No. 81,444, dated August 25, 1868.

To all whom it may concern:

Be it known that I, DAVID S. WEISE, of Brecknock township, in the county of Lancaster and State of Pennsylvania, have invented a new and Improved Automatic Gate for Railroad-Crossings; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a perspective view of the gate when down; Fig. 2, a profile view when the gate is thrown up, on a reduced scale. Fig. 3 illustrates the rocker and connections for operating the gate.

The nature of my invention consists in the arrangement of the rocker, crank, and connection with the gate, moving on pivots in the slotted uprights and on the post, in such a manner as to be actuated by the tread of the car-wheels at a point sufficiently remote to cause the gate to assume a vertical position and clear the track for the passage of the train, and so as to drop across the track immediately when the last car has passed over the bridge-piece or rocker. Approached from either side, the action is the same.

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

Figs. 1 and 3 show the sills 1, 2, 3, and 4, which support the rails, as also the base *a* of the posts A A'. Between the sills or cross-ties 2 and 3 is the rocker-shaft B across the track under the rails. This has its bearings in the base *a* of the posts. This shaft is also provided with a rounded lever, *t*, which fits into a notch on the vibrating or rocking bar T, which lies contiguous to the rail R, and the ends prolonged to any desired length, and slightly rounded or curved down, held at regular intervals by iron bars L, moving on pivots affixed to the rocker T and pieces of timber 6 7, &c., in such a manner that when a car-wheel strikes the rocker it pushes it forward. The pivoted braces or bars L operate similarly

to those on a parallel ruler, and consequently the rocker T turns the shaft B ninety degrees from the perpendicular, or very nearly. To one end of this shaft a crank-arm, C, is attached, with a vibrating connecting-rod, D, held in a clevis or bracket, E, which embraces the top rail F of the gate at its projecting end beyond the post A, in which the rail F is also held by a pivot-bolt, as is also the lower rail G. The rails are joined by vertical pales H, also provided with slots blow for the pivots, to allow the proper elevation of the rails F G without binding. The post A' has a crotch, *n*, for the upper rail F, and also one on the widened lower portion *n'* for the lower rail G, in which notches the rails respectively lodge. The dotted lines in Fig. 3 indicate the change of position of the crank-arm and connecting-rod when the gate is thrown up, as shown by Fig. 2, by the action of the wheels of the cars of a passing train.

It is confidently believed that this device would act promptly and efficiently in opening and closing, and meet the demands for a gate at railroad-crossings to prevent cattle from entering upon the track from public roads. It can be so arranged as to remain in position until all the cars have passed through, and then drop into place.

I am aware that gates have been made and used held by pivots and elevated by a weight; but I am not aware that a gate operated substantially in the manner and for the purpose specified was ever known or used before.

What I claim as my invention, and desire to secure by Letters Patent, is—

The combined arrangement of my notched rocker T, adjoining the rail, pivoted bars L, rocker-shaft B, and lever *t*, also the crank-arm *c*, connecting-rod D, stirrup-bracket E, and gate F G H, all arranged and operated substantially in the manner and for the purpose specified.

DAVID S. WEISE.

Witnesses:

BARTON P. REAM,
CYRUS REAM.