

ROBERT RAMSEY.

Improvement in Rail Road Gates.

116754

PATENTED JUL 4 1871

Fig. 1.

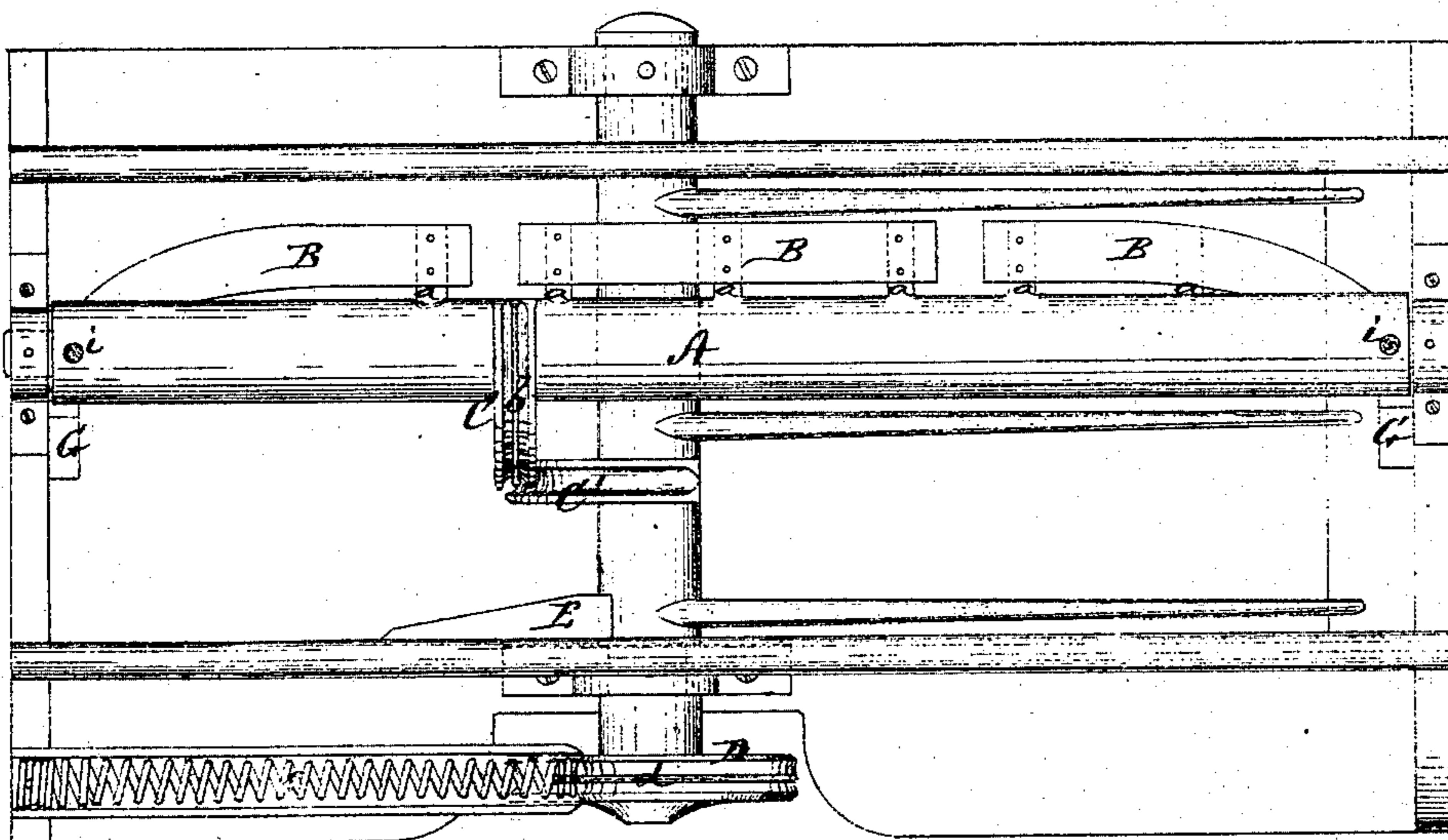
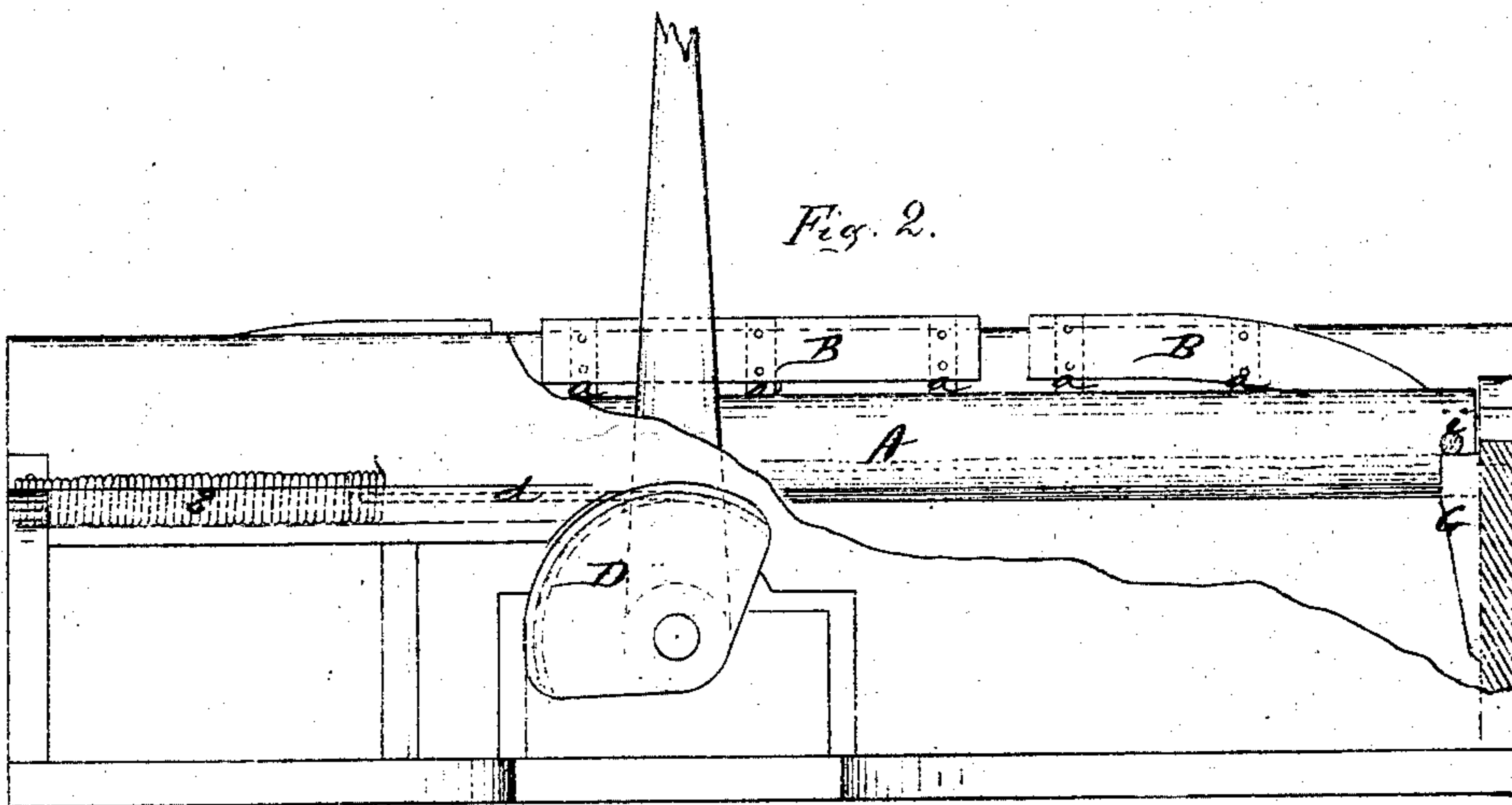


Fig. 2.



Witnesses:

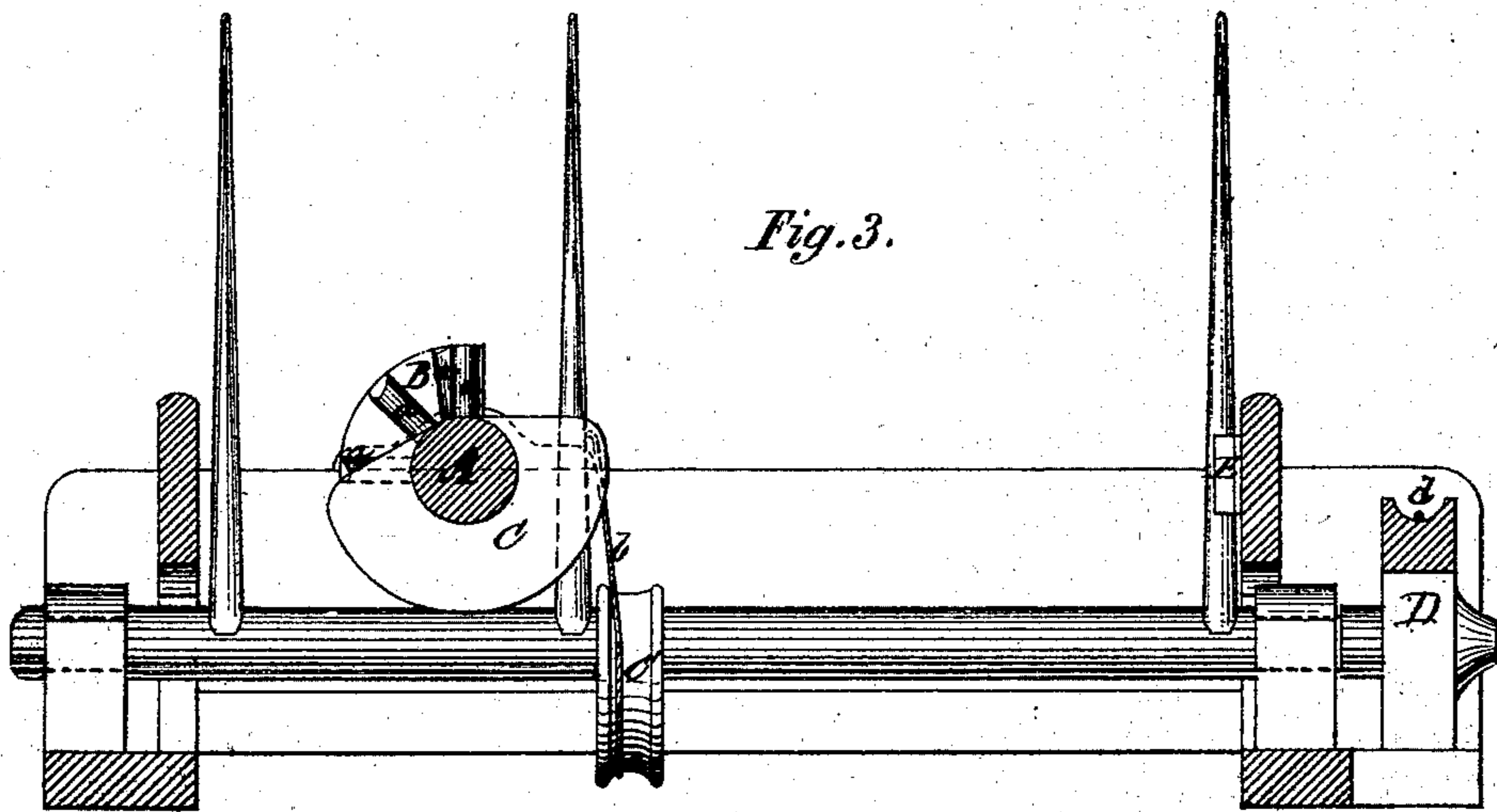
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ROBERT RAMSEY'S Rail Road Gate.

116754



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UNITED STATES PATENT OFFICE.

ROBERT RAMSEY, OF NEW WILMINGTON, PENNSYLVANIA.

IMPROVEMENT IN RAILWAY GATES.

Specification forming part of Letters Patent No. 116,754, dated July 4, 1871.

To all whom it may concern:

Be it known that I, ROBERT RAMSEY, of New Wilmington, in the county of Lawrence and State of Pennsylvania, have invented certain new and useful Improvements in Railroad Gates; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon which form a part of this specification.

My present invention is intended as an improvement upon the railroad gate for which Letters Patent were granted to me, Robert Ramsey, and Charles Stafford, March 29, 1870.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a plan view; Fig. 2, a side view, part in section, of my improved gate; and Fig. 3 is a cross-section of the same.

I construct and hang the gate as described in the former patent. I then construct a shaft, A, say sixty feet long, of round iron, or of tubing of suitable diameter. This shaft may be made in two or more sections, of any length to suit the convenience of the workman, and connected by screw or any of the common methods of connecting shafts. To this shaft A I attach a flange, say two or more inches wide, of band or other suitable iron, in the following manner, beginning at the extreme ends. I set pins *a a* in the shaft in spiral form right and left, say twenty feet toward the center, running about one-fourth round the shaft, and on the center part the pins are set in a line parallel with the axis. Upon these pins I fasten the band-iron, making a continuous flange, B, the whole length of the shaft. I then hang this shaft in boxes placed on the ties, as many as will keep the shaft steady, and so near the rail of the road on the inside that the flange of the car-wheel will catch on the flange of the worm-shaft, it being, when in a horizontal position, as much below the top of the rail as the

depth of the flange on the car-wheel. To this worm-shaft I attach a segment, C, of a wheel, and a like segment, C', to the shaft of the gate, so arranged that, by attaching a chain or wire rope, *b*, to the bottom of the segment C', and the other end to the top of the segment C, by the operation of the car-wheel on the worm-flange B, the gate is turned down. These segments should not be more than five and a half or six inches in diameter, or be governed by the depth of the rail of the road. To the shaft of the gate outside of the track is attached another segment D, about sixteen inches in diameter, to which is attached a chain or wire rope, *b*. The other end of this chain is attached to a spring, *e*, which lifts the gate as soon as the car-wheel leaves the worm-shaft. A block, E, or other suitable device, is attached to or below the rail for the gate to shut against when it is brought up. On one of the ties is a block, G, and a pin, *i*, on the worm-shaft to stop the worm-flange at the proper point to receive the car-wheel flange.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The sectional worm-shaft A, provided with the continuous flange B, partly spiral and partly straight, in combination with the segments C C', arranged as described, and connected by a chain or wire rope, *b*, substantially as and for the purposes herein set forth.

2. The blocks E G and pin *i*, in combination with the gate and worm-shaft, substantially as shown.

3. The arrangement in a railroad gate of worm-shaft A with flanges B B, pins *i i*, segments C C' D, chains *b d*, blocks E G, and spring *e*, substantially as shown.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

ROBERT RAMSEY.

Witnesses:

SAMUEL VAN HORN,
JOHN DOUDES.