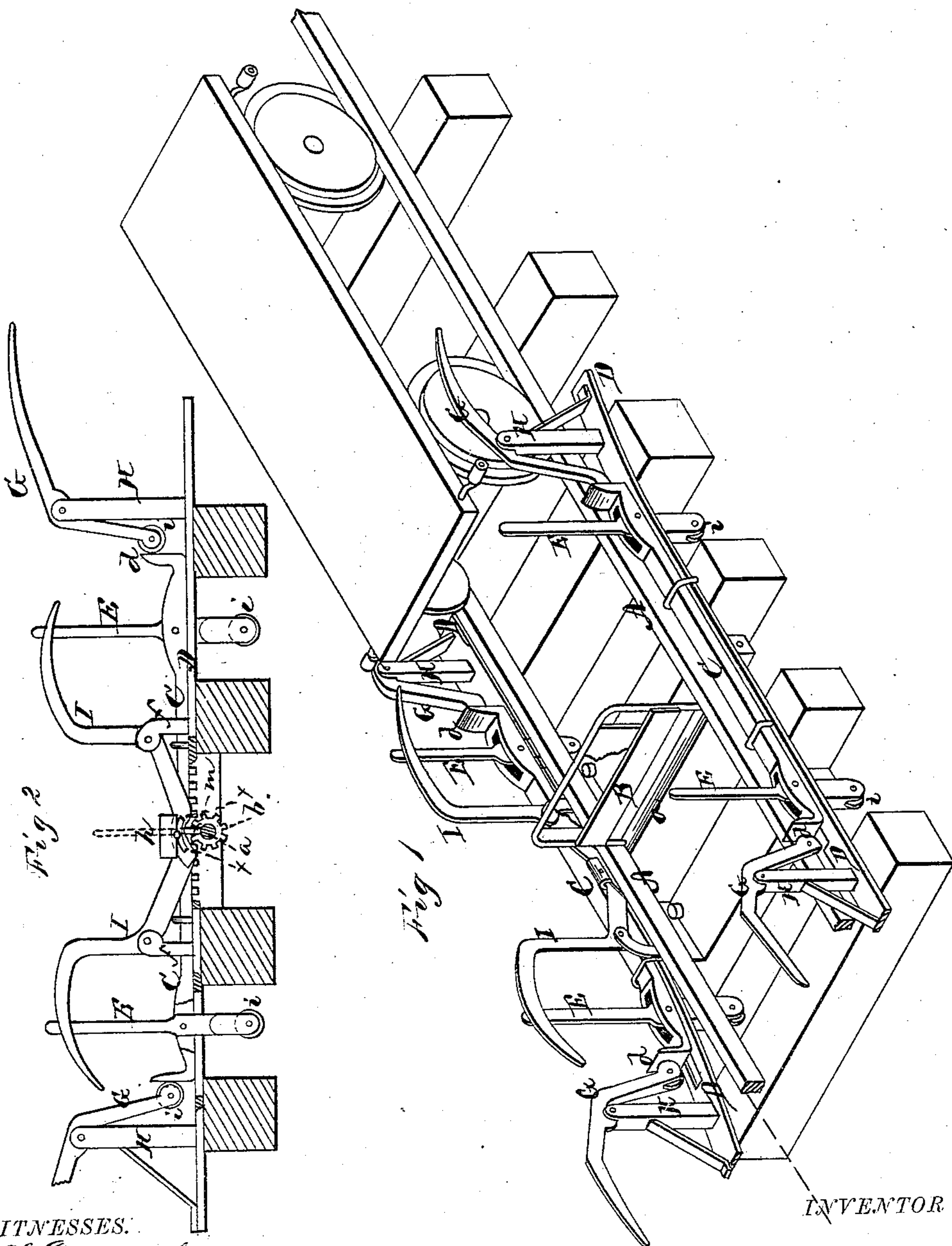


S. WRIGHT.  
Railroad-Gates.

No. 148,796.

Patented March 17, 1874.



WITNESSES:  
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*By*

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# UNITED STATES PATENT OFFICE.

SOLOMON WRIGHT, OF DE GRAFF, OHIO.

## IMPROVEMENT IN RAILROAD-GATES.

Specification forming part of Letters Patent No. 148,796, dated March 17, 1874; application filed November 26, 1873.

*To all whom it may concern:*

Be it known that I, SOLOMON WRIGHT, of De Graff, in the county of Logan and in the State of Ohio, have invented certain new and useful Improvements in Railroad-Gates; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a railroad-gate, as will be hereinafter more fully set forth.

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 perspective view of my railroad-gate with the devices for operating the same, and Fig. 2 is a longitudinal section of the same.

A A represent the rails of the track, and B is the gate across the same. The gate B is attached to a shaft, *a*, running under the rails and supported in suitable boxes on each side of the track. On each end of the shaft *a*, outside of the rails A, is secured a pinion, *b*, which meshes with cogs on the under sides of slides C C. These slides or sliding bars move in suitable guides upon bed-pieces D, the cogs on the sliding bars projecting downward on the sides of the bed-pieces. Each end of each sliding bar C is slotted, and in this slot is pivoted a lever, E, the lower end of which should be made heavier, so that the lever will hang in a vertical position. At each end of each bed-piece D is a standard, H, in the upper end of which is pivoted a bent lever, G. The lower end of this lever bears against an ear, *d*, projecting upward from the end of the sliding bar C.

On the front end of the locomotive of each train passing over the road there should be a suitable projection on each side, so as to strike the upper ends of those levers E E which the train will pass before arriving to the gate B. The lower ends of these levers will be pressed against the tie-forming fulcrums so as to move

the sliding bars C C forward, and thereby turn the gate down ahead of the locomotive. On the rear end of the last car in the train should be similar projections to bear down upon those levers G G which the train comes to after passing the gate, and thereby move the sliding bars C C in the opposite direction, and raise the gate to a perpendicular position.

The lower ends of the levers E E and G G are provided with friction-rollers *i i* or wheels, so as to work easy.

When the gate is in a perpendicular position it is locked or latched by the following means: On one side of the track, on each side of the gate, is a post, *f*, to which is pivoted a lever, I, bent substantially in the form shown in Fig. 2. The lower ends of the levers I I are slotted and connected by a coupling, *h*, and they also form shoulders *x x*, which form stops for an arm, *m*, on the shaft *b* parallel with the gate. As the train approaches the gate, the projections on the locomotive, which are to operate the levers E E, will first press down the upper ends of the levers I I and raise their lower ends, so that when the levers E are struck to throw the gate down the stops *x x* will be out of the way for the arm *m*. When the gate is raised again the latching-levers slide over and drop down on the arm *m* to lock the gate.

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

1. The combination of the gate B, shaft *a*, pinions *b b*, cogged sliding bars C C, and levers E E and G G, all constructed substantially as and for the purposes herein set forth.

2. The combination of the bent levers I I, their lower ends slotted and connected by the coupling *h* and forming stops *x x*, and the arm *m* on the gate-shaft *a*, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand and seal this 15th day of October, 1873.

SOLOMON WRIGHT. [L. S.]

Witnesses:

JAMES WRIGHT,  
JAMES M. PINE.